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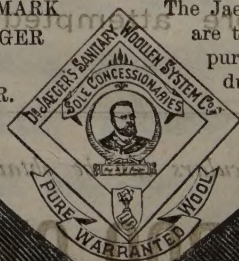
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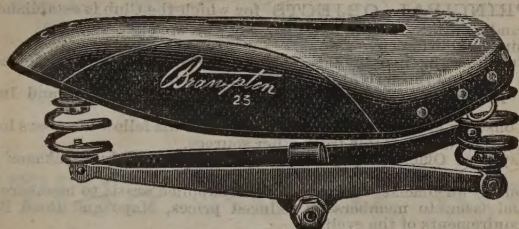
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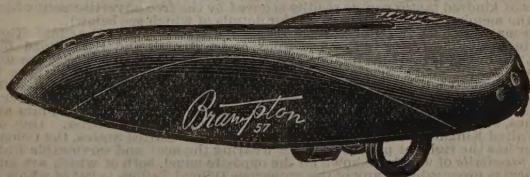
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THE PRINCIPAL OBJECTS for which the Club is established are:—

- To encourage and facilitate touring in all parts of the world.
- To provide riding or touring companions.
- To protect its members against any infringement of the rights and privileges to which they are entitled, and to extend those rights and privileges wherever possible.
- To secure and appoint upon special terms and at reduced rates Hotels and Inns in all parts of the country.
- To appoint a Consul in every town, who shall render to his fellow-members local information germane to the pastime unobtainable from other sources.
- To similarly appoint Official Repairers competent to remedy breakages and defects in machines.
- To publish monthly an Official "*Gazette*," to be supplied gratis to members only.
- To compile, and issue to members at reduced prices, Maps and Road Books especially adapted to the requirements of the cyclist.
- To inculcate and encourage an *esprit de corps* in the brotherhood of the wheel, and to uphold and promote the true interests of Cycling the wide world over.

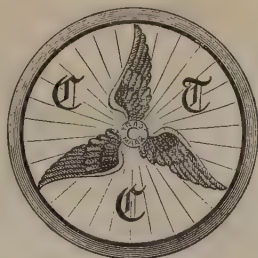
Some of the Advantages to be derived from Membership are:—

- 1.—Intending tourists may procure from the various Chief Consuls, free of cost (save in the Districts to which the published Road Books of the Club apply), full particulars as to the best routes from one part of the country to another, as well as details of the chief items of interest.
 - 2.—The assistance and guidance of the local Consul can be counted upon in every place of importance.
 - 3.—The benefit of the special and reduced tariffs can always be obtained at the appointed Hotels and Inns in nearly every town and village in the United Kingdom, as well as in some of the countries in Continental Europe. The tariffs and discounts that apply to these houses result in a saving which, in some instances, is equal to thirty-three and one-third per cent. off the ordinary charges of the Hotel, and the annual subscription is in consequence frequently recouped in a single day.
 - 4.—Companions of kindred tastes can be readily secured by the free advertisement which is given to the requirements of the member in the Club *Gazette* (for details of which see below).
 - 5.—The member may purchase the Official Road Books and Handbooks of the Club. The former comprise a complete Continental Route Book in three sections, and a British and Irish Road Book in process of compilation (Vols. I, II, and III, which include the whole of England and Wales, are now ready, and the remaining volumes dealing with Scotland and Ireland, will appear shortly); the latter (published annually) contain exhaustive lists of appointed Hotels (Licensed and Temperance)—with particulars of the special tariff and discount applicable to each—Coffee Taverns, Consuls, and Repairers; together with railway and steamboat rates, rules and regulations, a diary and riding record, hints as to touring, and repairing machines, and much other information indispensable to the tourist. One of the handbooks applies to the United Kingdom; the other to the Continent, the United States, the Colonies, etc.
 - 6.—The member has the right of purchasing and wearing the neat and serviceable Uniform of the Club, and the Badge (*a fac-simile* of which is shown on the opposite page), both of which are known all over the world. The uniform is procurable of any of the numerous Official Tailors (a list of whom is furnished upon application), but the badge is procurable of the Secretary only.
 - 7.—The member is supplied *gratis* month by month with a copy of the Club *Gazette*, a magazine of from eighty to ninety pages, containing full details of the Club's progress, reports of the meetings of the Council and the membership, narratives of tours planned and undertaken, critical and absolutely independent articles on the construction and relative values of the various types of machines, together with much other matter of interest.
- Apart from these material and personal advantages the member has the satisfaction of knowing that he is aiding, by his alliance therewith, a body which is ever on the alert to promote the best interests of cyclists, and which has already been instrumental in (a) reducing by fifty per cent. the charges formerly in force for the transit of cycles by passenger train, as well as in some cases securing special concessions in the way of reduced rates for both machine and rider; (b) removing all unreasonable restrictions upon the use of the public parks by wheelmen; (c) abolishing at one stroke the conflicting and anomalous county and borough bye-laws, and substituting therefor a statute law declaring cycles to be carriages within the meaning of the Highway Acts, and entitled to all the privileges and benefits applicable to other carriages; (d) upholding and improving the status of the wheelman by condemning furious riding, road racing, and every other practice likely to bring the cyclist into disrepute with other users of the roads and the community at large; (e) supplying, erecting, and maintaining warning notices on dangerous hills; (f) compiling the only reliable Road Book yet placed upon the market; (g) watching and opposing all measures restrictive of cycling introduced into Parliament or by local authorities; (h) agitating in favour of and introducing into Parliament a measure compelling all vehicles to carry lights at night, and—pending its passing into law—co-operating with County Councils in dealing with the matter by means of bye-laws in their own particular districts; (i) inducing hotel proprietors and other public caterers to study the special requirements of the wheelman, and to deal with him in a generous spirit; (j) revolutionising and perfecting the dress of the cyclist, and providing an ideal outfit for the use of each sex; (k) securing free entry for the machines of members *bona-fide* on tour in France and other Continental countries; (l) publishing and circulating with good effect tens of thousands of popular and technical pamphlets upon the only rational and economical system of road maintenance; and, in short, in rendering yeoman's service to the art and pastime of cycling.

Forms of Application for Membership are obtainable of the Secretary, at the Chief Offices,
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Founded
1878.



Incorporated
1887.

BRITISH ROAD BOOK.

VOLUME III.

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TOGETHER WITH THE ISLE OF MAN).

Compiled and Edited by

R. T. LANG,

C.T.C.

1897.

Price to Subscribing Members, 5s.; to Non-Members, 10s. 6d. Net Cash.

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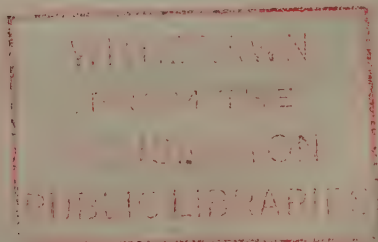
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INTRODUCTION.

A modern and comprehensive Road Book has been an admitted want since the time when cycling first became a recognised pastime and a pleasurable mode of locomotion, and although many excellent road books have been brought out, none of these have approached in scope or completeness of detail the plan of the British Road Book of the Cyclists' Touring Club. The success which attended the first volume proved the need for such a work, and there is no reason to doubt that a similar fate will attend the present issue.

It is essential that the contents of a modern road book should be based upon actual knowledge or inspection (as distinguished from external information gleaned from miscellaneous sources), and it follows that the cosmopolitan character and the perfected organisation of the Cyclists' Touring Club specially fit it to produce such a work. But although the qualifications are undoubted, to successfully accomplish the undertaking not a few difficulties have had to be surmounted. First, the necessary material, in the form of reports, had to be collected, this in itself occupying a large amount of time. From these the "draft" was prepared, and, in due course, forwarded to the Chief Consuls for verification or, where necessary, correction. This being completed, and, in the interim, the general style and plan of the volume having been settled by the Map and Road Book (Vol. III.) Committee, after due consultation with Mr. R. T. Lang, the Editor, a final draft was prepared from that revised by the Chief Consuls, and this was set into type. On the proof being received from the printer, copies of each were sent to the respective Chief Consuls, who had thus an opportunity for a second revision. In addition to this numerous copies of both original draft and proofs were distributed amongst private members, and this thorough checking, carried out on a systematic plan by cyclists

well acquainted with the routes, will, it is believed, be a sufficient guarantee of the accuracy of the information.

Yet, in a work of such magnitude, although no pains have been spared to ensure exactness, when it is borne in mind that over 10,000 miles of road are described in detail, it would be unreasonable to expect an absolute freedom from errors in the volume. That imperfections will be found is a foregone conclusion, but as a whole the information is believed to be reliable, and the book is issued with confidence in the substantial accuracy of its details. With a view to the improvement of the Third Volume of the Road Book in any future editions that may be required, it is hoped that members and others who may discover errors and discrepancies will advance the interests of the Club by forwarding corrected information to the Secretary; by this means more complete accuracy will ultimately be obtained.

It remains to be said that the Club and the membership generally is under a deep debt of gratitude to the Chief Consuls in the district covered by this volume, and to a large number of private members, but for whose willingly-tendered aid and unremitting exertions the publication of such a great work would have been well-nigh impossible.

Chief Offices:

42, VICTORIA STREET,

WESTMINSTER, LONDON, S.W.

December, 1896.

INTRODUCTORY NOTES.

Explanatory of the general arrangement of the information, and of the symbols and abbreviations employed.

Area embraced.—The area embraced in this volume of the British Road Book is that which lies to the south of the borders of England and Scotland, and north of the road which connects Chester with Newcastle-under-Lyme, Derby, Nottingham, and Grantham. The counties included are Northumberland, Durham, Cumberland, Westmorland, Yorkshire, and Lancashire, and portions of Cheshire, Staffordshire, Derbyshire, Nottinghamshire, and Lincolnshire. The Isle of Man is also included in this volume.

General sub-division.—The two great main roads, the Great North Road on the east and the road from Tarporley to Carlisle on the west, are given first, and upon these the whole structure of the subsequent routes is built. As a general rule, roads are described as from south to north, or as branching right or left from one or other of the great trunk roads referred to above. In addition to this method of division each of the large towns is taken as a centre, Derby, Nottingham, Manchester, York, Newcastle, etc., each having a number of routes radiating from it. The Isle of Man is dealt with at the end of the volume.

Construction of Routes.—Each route consists of two parts, namely the **Forward** description of the road, in the direction indicated by the title, and the **Reverse**.

The **Forward**, or detailed description, is divided into paragraphs, each containing full details of the road between the two places at the commencement and end respectively of such paragraph. For the sake of clearness the *total* distances are given only at the ends of the paragraphs, the totals of intermediate places being readily obtainable by a simple process of addition. When a reference to mileage occurs in the text, it relates exclusively to the paragraph containing it, the only exception being in regard to milestones, which may possibly reckon from the commencement of the route, or from some other point distinctly mentioned, but in all other cases distances in the text refer either to some place already mentioned in the particular paragraph, or have direct relation to the place at the commencement of the paragraph in the broad column. Examples: On page 7, fifth paragraph, third line, "at $3\frac{1}{2}$ m." means $3\frac{1}{2}$ m. from York, the place mentioned in the broad column at the head of the paragraph; in the same paragraph, fifth line, " $3\frac{1}{2}$ m." means that distance beyond the turn *r.* mentioned just before, while in the same line "9th m.s." means the ninth milestone from York. The distinction, it is hoped, is sufficiently obvious to prevent mistakes; it is a method which effects a considerable economy of space.

The **Reverse**, which follows the Forward description, is designed to enable a cyclist to follow the route, independently of extraneous aid, when riding in a direction contrary to that indicated by the title of the route. The information is limited to such directions as would be required by a stranger travelling over a road which is unknown to him; but, dealing only with turnings to take, or to avoid, the Reverse is of little value by itself, and must be read in conjunction with the two left-hand columns of the Forward route, the three together constituting a complete itinerary, though in a form slightly less convenient than the Forward description.

On referring to any route it will be seen that the Reverse gives full directions as to roads or streets to be taken through towns and at other points on the route where a deviation has to be made: the *total* distances to the several places, calculated from the commence-

ment of the Reverse route, are given in the extreme left-hand column, as well as the exact position of all steep descents, whether dangerous or requiring special care. Thus, all the essential information is plainly set out, while the minor details as to general character of the road are seen at a glance by perusing the paragraphs in the route.

Main Routes and Subsidiary Routes.—The distinction between main and subsidiary routes must be considered as applying *strictly* to this work.

Main Routes are primarily those trunk roads which afford the most direct communication between the great towns; under the same designation are included certain other main arteries of communication of considerable length, connecting large centres of population, having a close relationship to main routes and which, owing to their importance from a cyclist's standpoint, require to be prominently delineated in the Key Map. The following are examples of Main Routes: Grantham to Berwick, Tarporley to Carlisle, Manchester to Leeds, Grantham to Hull; and in the same category, but of a slightly different character, Scotch Corner to Penrith.

Subsidiary Routes may be regarded as branch or cross-roads, and are generally of much shorter length than the main routes; they are arranged in the Book, as well as in the Map, in geographical relation to the routes from which they spring.

Mileage—Distances have been computed as closely as circumstances would admit, special precautions having been adopted to obtain the nearest approach to accuracy. The distances in the original reports by Consuls or others have been carefully compared with such reliable information on the subject as was obtainable from outside sources, and with the Ordnance Survey, and where disparities have appeared the Ordnance Survey has been taken as the standard.

It should be noted, however, that the distances stated in the *total* mileage columns refer strictly to the *starting point* of the particular route under description, and may consequently be at variance with the distances recorded by the milestones, which, in many instances, reckon from a different starting point in the same route.

Surface of Roads.—The information given as to road surface is believed to accurately describe the *normal* condition of the road during an average season. It is based upon what may be termed the "local estimate," that is to say, it purports to give the opinion of practical cyclists resident in the localities treated of. These estimates will naturally be found to differ in various parts of the country; thus, a road in Durham described as having a good surface, might, by a rider resident in Cheshire or Lincolnshire, be voted altogether indifferent, the disparity between the two opinions being attributable partly to the varying conformation of the country, and partly to the nature of the material available for road repair; but the system of original construction and the present method of maintenance are also important factors which must not be lost sight of.

It goes without saying that every road is more or less liable to slight changes, but in spite of this the surface will under *normal* conditions be found to retain its individual character; there are, of course, exceptions to this, as in the case of roads which are gradually falling into disuse or which have, from local causes, largely increased traffic suddenly concentrated upon them, but in a general sense and for all practical purposes, the characteristics of a road are permanent, and it is these permanent characteristics which alone are dealt with.

Steep Descents.—Symbols are employed to represent steep descents, they are placed in the broad column, and have the following signification:—

Steep descents considered dangerous by riders are shown thus {

Steep descents which are rideable but require care are shown thus {



the arrow in every case pointing in the direction of danger.

As to what constitutes a dangerous hill, it is impossible to formulate any absolute definition in the absence of a fixed standard which might serve as a criterion, and in view also of the varying circumstances which must be taken into account in estimating each case. Adopting, however, as a principle of classification, the capability of an average rider to descend steep declivities which are unknown to him, it has been the endeavour of

the Editor to apply this test to every steep descent referred to, and to assign to each, one of the two symbols which more nearly represents it. It will be found in practice that many hills to which a feathered or danger arrow is appended, will be perfectly safe to descend if the rider is well acquainted with the ground and conversant with the particular features of the hill, which, to one not so informed, render it dangerous. That the rider therefore may be enabled to estimate the risk of descending any hill indicated by a symbol, some information as to its precise nature is given in the text.

The arrows on the right of the broad column, pointing down, refer to hills in the Forward route, those on the left, pointing up, to hills in the Reverse route. The exact position of the descent symbolised by an arrow is shown by the mileage in immediate contiguity; in the Forward route this mileage represents the distance to the commencement of the descent from *the place last passed*, but in the Reverse route it indicates the distance to the commencement of the descent from the *starting point* of the Reverse route. Thus, on page 272, the descent of Sherwood Brow begins 1 m. from Stainforth, while on the same page, following route, the dangerous descent into Ingleton begins 1 m. from that place.

Where an arrow appears without mileage, it may be taken that less than $\frac{1}{4}$ m. intervenes between the place last passed and the commencement of the descent indicated. Thus, on page 406, the dangerous descent begins immediately after the level crossing mentioned just before, and in the Reverse route the descent begins at Rosehill, $4\frac{1}{4}$ m. from Tynemouth. When the mileage is not plainly stated in the column, the text gives some indication of the position of the descent.

Styles of Type.—In order that the relative importance of places may be readily seen, the names of towns and villages in the broad column are printed in various styles of type, indicative of their population. The following is a list of the types employed for names of places, with their signification:—

Places containing a population of upwards of 100,000 are printed thus

MANCHESTER, LEEDS

Places containing a population of upwards of 10,000, but under 100,000, are printed thus

Derby, Carlisle

Places containing a population of upwards of 1,000, but under 10,000, are printed thus

Morpeth

Places containing a population of under 1,000 are printed thus

Foston

Places containing a population of under 10,000, which form the termini of routes, are printed thus

ABERFORD

The foregoing table is thus an index to the importance of places passed through on any route. A slight variation from the otherwise universal rule is adopted when a town or village containing fewer than 10,000 inhabitants is at the commencement or termination of a route; this is done in order to prevent a one-sided appearance in the letterpress. An example is seen on page 193: Aberford contains a population under 1000, and therefore, if in any other position in the column than at the commencement or termination, would be printed as "Foston" in the table; but as this would detract from the appearance of many of the routes under similar conditions, a more important but distinctive character is adopted. In Route 1, Aberford conforms to the table.

Places off the Road.—Places which are not actually upon the route under description, but which lie a little to the left or right of the rider, are denoted by being placed in brackets, in the second column; the figures against them showing the distance from the start of the route, or from the town or village mentioned immediately above. Examples: On page 226, Leavening lies a little off the road to the right (see text), and is shown in brackets, with the distance from Pocklington, $10\frac{1}{2}$ m.; on page 159, the route turns off sharp just before entering Crompton, which lies $\frac{1}{4}$ m. further on from the corner of Buckstones Road.

Town Centres.—To give definiteness to the mileage in the case of towns, the actual point to which the distance is reckoned is indicated by the name of the particular building, landmark, or other prominent and central feature to which the mileage is taken, being appended in parentheses to the name of the place. With but very few exceptions, the same centre is adopted in places for all the routes which may converge at the town;

by this means several routes may more easily be connected, and aggregate distances ascertained. The names of hotels or inns have been adopted as centres only when another and more suitable feature did not present itself. The sign of the local C.T.C. hotel would not always be available, even if it were desirable to adopt it, having regard to the uncertain duration of a subsisting agreement with the proprietor.

Abbreviations, etc.—Some few abbreviations have been adopted in the text as follow:—"Br." for bridge, "Ch." for church, "d.p." for direction-post, "L." for left, "m." for miles, "m.s." for milestone, "R." for river, "r." for right, "rly." for railway, "St." for street, "Sta." for station, and "yds." for yards. To prevent confusion, in cases where such words as moor, bridge, etc., have become incorporated with names of towns or places, the appendant name is joined with a hyphen, thus:—Framwellgate-moor (page 4). Where the words are not so joined, their ordinary meaning, when standing alone is intended. Wherever, too, the expression "keep forward," or "straight forward" is used it must be understood that all cross-roads or branch roads right and left must be avoided in the distance regarding which the expression is used.

The Key Map.—This is essentially a Road Map; the scale upon which it is drawn being too small to admit of the ordinary features of the country being indicated. It shows the general disposition of the roads dealt with in the book, and is designed primarily to enable a cyclist to "plan out" a tour, or to trace a cross-country route of more or less intricacy, the numbers in red giving a direct reference to the descriptions in the book.

Index.—The name of every place traversed, whether town, village, or hamlet, appears in the Index. The reference in the Index, however, applies not to the text, but to the broad column of the Route in which are contained the names of every place situated upon the particular road under description. The Index comprises a list of over 2300 places.

TO FIND ANY REQUIRED ROUTE.—The best method of finding any route described in the Book, is to refer to the Key Map, from which, by means of the index figures in red, the route sought may readily be traced. The Index at the end of the Book should be referred to when it is desired to find the position of a town or village not indicated upon the Map.

ERRATA.

Page	13,	Route	2,	for " $\frac{3}{4}$ "	opposite Golden Fleece Inn	read " $\frac{3}{4}$."
"	126,	"	116,	3rd line, for "Bolton"	read "Bury."	
"	288,	"	283,	6th " " "Smiles"	" "Smithy."	
"	344,	"	348,	1st " " "347"	" "346."	
"	345,	"	348,	last " " "347"	" "346."	
"	365,	"	368,	17th " " "Sunderland"	" "Stockton."	
"	424,	"	430,	13th " " "L."	" "r."	

ROUTE 1. LONDON TO EDINBURGH.

(The Great North Road.)

Miles from Berwick.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
336 ³ / ₄	LONDON	...	...	London to Grantham, see Vol. II.
225 ³ / ₄	GRANTHAM (Angel Hotel.)	III	III	Descending Watgate, keep <i>L.</i> at fork (<i>r.</i> to Lincoln), then straight forward over a level road ending in a long, stiff climb to Gonerby. Generally good sandstone road, although susceptible to wet weather.
224	Great Gonerby..... (Church.)	1 ³ / ₄	112 ³ / ₄	Keeping straight on through village, long, easy descent, followed by good, level stretch, keeping straight on at fork to Foston, entering which bear <i>r.</i> and turn <i>L.</i> opposite church; short steep descent, followed by level run to Long Bennington. Good surface, but sometimes "rutty" in wet weather.
220	Foston (Church.)	4		
217 ³ / ₄	Long Bennington	2 ¹ / ₄	119	Continuing direct through village, good, level run to Balderton, and similar road until slight rise over rly. br. into Newark. At fork past cemetery bear <i>L.</i> along London Road, and at end keep on along Lombard St., at end of which turn <i>r.</i> along Castlegate to Castle. Good surface.
213 ³ / ₄	Balderton	4 ¹ / ₄		
211 ³ / ₄	Newark..... (Castle.)	1 ³ / ₄	125	Crossing Trent Bridge keep straight on after level rly. crossing (<i>L.</i> to Kelham) and forward over a practically level road to Carlton-on-Trent. Good surface.
209	South Muskham	2 ³ / ₄		
207 ³ / ₄	North Muskham.....	1 ¹ / ₄		
206 ³ / ₄	Cromwell	1 ¹ / ₂		
204 ³ / ₄	Carlton-on-Trent.....	1 ¹ / ₂	132	Still forward, unmistakable road, over level crossing at Cross Park Sta. to Tuxford. Slightly undulating, with long, easy ascent into Tuxford. Good surface.
203 ³ / ₄	Cross Park Rly. Sta. ...	1 ¹ / ₂		
201 ¹ / ₂	Weston	1 ³ / ₄		
198 ¹ / ₄	Tuxford	3 ¹ / ₄	138 ¹ / ₂	Keep straight on through town; steep descent on leaving, and similar rise, then, after ¹ / ₂ m. level, easy descent to Markham Moor. Bear <i>r.</i> just past inn, then generally level, with occasional slight undulations to East Retford. Excellent surface.
	↓			
196 ¹ / ₄	Markham Moor Inn ...	2		
194 ³ / ₄	Gamston	1 ¹ / ₂		
193 ³ / ₄	Eaton.....	1 ¹ / ₄		
192 ³ / ₄	Whitehouses.....	1 ³ / ₄		
191 ³ / ₄	East Retford..... (Market Square.)	1	145	Enter town by London Rd., and descending to canal br., bear <i>r.</i> down Carolgate, through Market Sq., then <i>L.</i> round White Hart Hotel, and along Bridgegate, and straight on out of town. Fairly level and good run until nearing Barnby Moor, then a little rougher.
189 ³ / ₄	Level Crossing.....	2		
188 ¹ / ₄	Barnby Moor	1 ¹ / ₄	148 ¹ / ₄	Keep <i>r.</i> through village (<i>L.</i> to Rotherham), and after a short, steep climb, slightly undulating run, ending in a short ascent to Ranskill.
186 ³ / ₄	Torworth	1 ³ / ₄		
186 ¹ / ₄	Ranskill.....	¹ / ₂		

Route 1. LONDON TO EDINBURGH—continued.

Miles from Berwick.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
184 $\frac{1}{4}$	Scrooby	2		Thence undulating with a sharp rise to Bawtry. Good surface.
182 $\frac{3}{4}$	↑ Bawtry	1 $\frac{1}{2}$	154	Good undulating road, to Doncaster, passing the racecourse at 8 m., and entering town by a fine avenue of trees.
178 $\frac{1}{4}$	Rossington Bridge	4 $\frac{1}{2}$		
176 $\frac{1}{4}$	Bassacar	2		
173 $\frac{3}{4}$	Doncaster	2 $\frac{1}{2}$	163	Keep straight on through town and over level cross- ing at end of main street (<i>r.</i> to Selby). 1 m. further keep <i>r.</i> (<i>l.</i> to Barnsley). Rather hilly road with fair surface to Red-House, where keep <i>r.</i> (<i>l.</i> to Wakefield), and ascend a steep hill through a wood, followed by a descent to Robin Hood's Well. After a stiff rise, the road is now level, but has a poor surface, and at 7 $\frac{3}{4}$ m. bear <i>r.</i> (<i>l.</i> to Pontefract). Steep descent to Wentbridge, requiring care; cross river, and ascend long hill, after which a fairly level run to Ferrybridge. Indifferent surface.
168 $\frac{3}{4}$	Red-House	5		Just beyond the town cross a steep bridge over R. Aire, and turn <i>l.</i> uphill to Fox Inn, just before reaching Brotherton. Here keep <i>l.</i> (<i>r.</i> to Sher- borne); rough road, but improving into village.
167 $\frac{1}{4}$	Robin Hood's Well	1 $\frac{1}{4}$		
164 $\frac{3}{4}$	↓ Wentbridge	2 $\frac{1}{2}$		
164 $\frac{1}{4}$	↑ Darrington	2 $\frac{1}{2}$		
159 $\frac{3}{4}$	Ferrybridge	2 $\frac{1}{2}$	177	Almost level run, but poor surface, for 6 m. (at 3 m. road from Selby to Leeds joins on <i>r.</i> , and 1 m. further branches off to <i>l.</i> at Boot and Shoe Inn), keeping straight on past Micklefield rly. sta., with an easy descent to Micklefield. Pass under rly. br. just beyond village, and at 1 $\frac{1}{4}$ m. on join Roman "Ermine Way," and good down- hill run to Aberford.
158 $\frac{3}{4}$	Brotherton	1	178	
153 $\frac{1}{2}$	Micklefield Rly. Sta. ...	5 $\frac{1}{4}$		
153	Micklefield	$\frac{1}{2}$		Long, rough ascent from the village, crossing Leeds- Tadcaster road at 2 m., and forward with easy undulations to Wetherby.
150 $\frac{1}{2}$	Aberford	2 $\frac{1}{2}$	186 $\frac{1}{4}$	
142 $\frac{3}{4}$	Wetherby	7 $\frac{3}{4}$	194	Bad paving through town; keep <i>l.</i> at fork just before reaching rly. sta. (<i>r.</i> to York), and at 1 m. bear <i>r.</i> (<i>l.</i> to Knaresborough). Just beyond Walshford bear <i>l.</i> , then a direct and easily undulating run to Boroughbridge; indifferent surface. Keeping straight forward cross R. Ure to Grantham Arms.
139 $\frac{1}{4}$	Walshford	3 $\frac{1}{2}$		Leaving by <i>r.</i> of Grantham Arms Inn, slightly rising road, with good surface to Dishforth, where pass through village, then keep to <i>r.</i> , and forward over level road to Topcliffe. Bear <i>l.</i> past church, and then very slight fall and rise to Topcliffe rly. sta., level crossing, with gates. Surface somewhat uneven, but improving to Busby Stoop P.H.
137 $\frac{1}{4}$	Allerton Rly. Station ...	2		
130 $\frac{1}{4}$	Boroughbridge	7	206 $\frac{1}{2}$	
	(Grantham Arms.)			
126 $\frac{1}{2}$	Dishforth	3 $\frac{3}{4}$		
124 $\frac{1}{4}$	Topcliffe	2 $\frac{1}{4}$		
121 $\frac{3}{4}$	Topcliffe Rly. Station ...	2 $\frac{1}{2}$		

Route 1. LONDON TO EDINBURGH—continued.

<i>Miles from Berwick.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
120 $\frac{3}{4}$	Busby Stoop P.H.	1	216	Straight on over cross-roads (<i>L.</i> Skipton, <i>r.</i> Thirsk) and forward over good, almost level road to Newsham, where keep <i>r.</i> (leaving Kirby Wiske on <i>L.</i>), and then forward over excellent surface, and still level road past S. and N. Otterington to fork 1 m. from Northallerton, where bear <i>r.</i> under rly. br. past sta., and <i>L.</i> on joining road from York, down main street of Northallerton.
120	Sand Hutton	$\frac{3}{4}$		
118 $\frac{1}{4}$	Newsham (Kirby Wiske $\frac{1}{4}$ m.)	1 $\frac{3}{4}$		
116 $\frac{1}{4}$	South Otterington	2		
114 $\frac{1}{4}$	North Otterington	1 $\frac{1}{2}$		Keep straight forward through town, and cross rly. on level, by rly. sta. 1 m. further bear <i>r.</i> , and good fairly level road to Great Smeaton.
111 $\frac{1}{2}$	Northallerton	3 $\frac{1}{4}$	225 $\frac{1}{4}$	
107 $\frac{3}{4}$	Lovesome Hill	3 $\frac{3}{4}$		
104 $\frac{1}{2}$	Great Smeaton.....	3 $\frac{1}{4}$	232 $\frac{1}{4}$	
100 $\frac{1}{4}$	Dalton	4 $\frac{1}{4}$		Turn sharp to <i>L.</i> into village, and follow road to <i>r.</i> on leaving. 1 m. further, road from Yarm joins on <i>r.</i> , and just beyond this turn sharp <i>L.</i> , and then <i>r.</i> at next fork, 1 m. further (forward to Richmond). Easy undulations, but poor surface, to Dalton, after which it greatly improves. Crossing Croft Br. (R. Tees), the road bends <i>L.</i> and is then level and excellent, direct into Darlington Market Pl.
99 $\frac{1}{4}$	Croft	1		
95 $\frac{3}{4}$	Darlington (Market Place.)	3 $\frac{1}{2}$	241	
93 $\frac{3}{4}$	Harrowgate	2		
91 $\frac{3}{4}$	Coatham Mundeville...	2		Leaving Market Pl. by Northgate, good macadam road (tramlines in centre for 1 m.) rising to Harrowgate, then easily undulating to Coatham Mundeville, followed by a level stretch, and ending in steep ascent into Aycliffe.
90 $\frac{1}{2}$	Aycliffe	1 $\frac{1}{4}$	246 $\frac{1}{4}$	
89 $\frac{1}{4}$	Level Crossing.....	1		
87 $\frac{3}{4}$	Woodham	1 $\frac{3}{4}$		
86 $\frac{1}{4}$	Rushyford	1 $\frac{1}{4}$		Good level run over level rly. crossing to Woodham, then slight fall to Rushyford. Long steady rise to level crossing, then easier, followed by short, and rather steep and rough descent over rly br., then a heavy climb to Ferryhill.
85 $\frac{3}{4}$	Level Crossing.....	$\frac{3}{4}$		
83 $\frac{3}{4}$	Ferryhill	2	253	
80 $\frac{3}{4}$	Croxdale Rly. Station	3		
80 $\frac{1}{4}$	Sunderland Bridge	$\frac{1}{4}$		Bear <i>r.</i> entering village, and almost immediately <i>L.</i> down steep, rough, and dangerous hill, then a heavy climb to cross-roads, followed by a gradual descent to Croxdale, where the gradient becomes steep, and the road winding to Sunderland Br. (R. Wear). Immediately after crossing, turn sharp <i>r.</i> , and after $\frac{1}{4}$ m. level, steady rise to Farewell Hall. At fork, bear <i>r.</i> (<i>L.</i> to Neville's Cross, see alternative route), and after $\frac{1}{2}$ m. of easy undulations, long descent into Durham. Entering city by New Elvet, turn <i>L.</i> at foot over Elvet Br., and short, steep ascent to Market Pl. Fair surface to Durham, which is paved with rough setts and cobbles.
79	Farewell Hall	1 $\frac{1}{2}$		
77 $\frac{3}{4}$	Durham	1 $\frac{1}{4}$	259	
	(Market Place.)			

Route 1. LONDON TO EDINBURGH—continued.

Miles from Berwick.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
77	↑			and long, steady ascent bearing <i>r.</i> to Framwellgate-moor, then an undulating run, with downward trend, until steep descent through Chester-le-Street; fair surface.
76	Framwellgate-moor	1 $\frac{3}{4}$		
75 $\frac{1}{2}$	Pity-Me	$\frac{1}{2}$		
74	Plawsworth	1 $\frac{1}{2}$		
71 $\frac{1}{2}$	Chester-le-Street ↓	2 $\frac{1}{2}$	265 $\frac{1}{2}$	Crossing br. over Cong Burn, keep straight on up steep hill, then an easy run to Birtley. $\frac{1}{2}$ m. further take centre road at triple fork, up steep ascent, then an undulating run to Low Fell. From tram terminus follow lines for 1 $\frac{1}{4}$ m. to Abbot Memorial School, when leave them and bear <i>L.</i> along West St. Easy gradient at first, but growing steeper culminates in a dangerous descent, at foot of which keep straight forward to High Level Br. ($\frac{1}{2}$ d. toll). Fair surface to Gateshead, then poor macadam and good wood paving along High Level Br., over R. Tyne, to Newcastle.
68 $\frac{1}{2}$	Birtley	3		
65 $\frac{3}{4}$	Low Fell	2 $\frac{3}{4}$		
63 $\frac{3}{4}$	Gateshead ... (Town Hall.) ↓	2		
63 $\frac{1}{2}$	NEWCASTLE	$\frac{1}{4}$	273 $\frac{1}{2}$	Keep straight forward (see note) to Cathedral, round which turn <i>r.</i> , down and up Mosley St., at end turn <i>L.</i> up Pilgrim St., and straight on up Northumberland St. with tram lines and Moor Edge, out of town following lines to Gosforth. Long sweeping undulations, ending in sharp descent and rise to and through Seaton Burn. Thence excellent nearly level run to Blagdon Park Gates, followed by long steady descent to R. Blyth, and sharp rise, bearing <i>r.</i> through village of Stannington. Excellent surface.
61	Gosforth	2 $\frac{1}{2}$		
59	Gosforth Park	2		
58	Wideopen	1		
57	Seaton Burn	1		
55 $\frac{1}{2}$	Blagdon Park	1 $\frac{1}{2}$		
53 $\frac{1}{4}$	Stannington	2 $\frac{1}{4}$	283 $\frac{1}{2}$	Easily undulating road, direct forward, and ending in long fall into Morpeth; capital surface. Crossing R. Wansbeck bear <i>L.</i> up Bridge St. to Market Pl.
51	Clifton	2 $\frac{1}{4}$		
49	Morpeth	2	287 $\frac{3}{4}$	Turn <i>r.</i> up Newgate St., bear <i>r.</i> , and then <i>L.</i> up steep rise out of town, afterwards easier to Warrener's Ho. (Northgate), where keep straight on (<i>L.</i> to Longhorsley), and an excellent slightly rising and undulating road until near Felton, when long steep descent to br.
46 $\frac{1}{4}$	Warrener's Ho. (Northgate.) ↓	2 $\frac{1}{4}$		
38 $\frac{3}{4}$	West Thirston	8		
38 $\frac{1}{4}$	↑ Felton	...	298	Crossing br. turn <i>r.</i> up steep hill through village, then steady rise to Nelson Monument (on <i>L.</i>) and Newton-on-the-Moor, from which undulating run with downward trend to Alnwick; good surface.
36 $\frac{1}{4}$	Nelson Monument	2		
35 $\frac{1}{4}$	Newton-on-the-Moor ...	1 $\frac{1}{2}$		
29 $\frac{3}{4}$	Alnwick	5 $\frac{1}{2}$	307	Keeping <i>r.</i> of Market Pl., turn <i>r.</i> along Narrowgate and at end cross open square in front of Barbican of Castle bearing <i>r.</i> , and steep descent
	(Hotspur Tower.) ↓			

Route 1. LONDON TO EDINBURGH—continued.

Miles from Berwick.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
	↑			by Castle Wall to the Lion Br. (R. Aln). Looking back a very fine view of the Castle will be obtained here. Steady rise for 2 m., then sharp fall and rise to Heiferlaw Tower (an old pele), then dangerous descent. Short rise, then level to North Charlton. Good surface.
	↓	2½		
26½	Heiferlaw Tower	I		
	↑			
23	North Charlton	3½	313¾	Easy undulating run, terminating in steep fall into Warenford, then slight rise for 1½ m. followed by easy descent for 1¼ m., then level into Belford. Excellent surface.
19	Warenford.....	4		
	↑			
15½	Belford	3½	321¼	Long heavy climb out of Belford to Middleton, then good undulating road to Haggerston Castle.
14	Middleton	1½		
11¼	Buckton.....	2¾		
9½	Fenwick.....	1½		
7	Haggerston Castle	2¾	329¾	Road bends <i>l.</i> and in ½ m. <i>r.</i> , then undulating run, with indifferent surface to Scremerston Colliery, soon after which begins the long descent to Tweedmouth, requiring care in latter portion. Crossing br. (R. Tweed) turn <i>r.</i> along Bridge St., at end <i>l.</i> up Hide Hill, and at top <i>l.</i> again to Town Hall and Scotchgate.
4	Cat Inn	3		
3	Scremerston Colliery.....	I		
	↓			
½	Tweedmouth	2½		
	BERWICK.....	½	336¾	
	(Scotchgate.)			
	EDINBURGH	58	394¾	To Edinburgh, see Vol. IV. (Scottish Vol.)

LONDON TO EDINBURGH.—GRANTHAM TO BERWICK. *Reverse.*—Keeping to *r.* of Town Hall, turn *r.* down Hide Hill and *r.* at foot along Bridge St., and cross bridge. Then keep *l.* and turn *r.* under rly. br. Keep *l.* after passing Bridge Mill (6 m.), then *l.*, after which a direct road to Alnwick. Crossing open square in front of Barbican, and along Narrowgate opposite, turn *l.* at end along Bondgate; keep *l.* at rly. sta., and bear *r.* at next fork. At Felton cross R. Coquet, and through Morpeth bear *l.* through Market Pl. and down Bridge St.; at church turn *r.* over bridge, and after passing gaol bear *r.* and direct forward to Newcastle. Entering city bear left with tram-lines at St. Thomas' Church, down Northumberland St., at end (see note) leave lines, and keep straight on down Pilgrim St. Opposite Arcade turn *r.* down and up Mosley St., bear *l.* round Cathedral to High Level Bridge. Crossing Br. go straight forward up West St., and a direct, unmistakable road to Durham. Crossing Framwellgate Br., ascend Silver St., bear *r.* through Market Pl., and descend to Elvet Br. After crossing turn *r.* up New Elvet, and bear *r.* at first fork, and at second keep straight on (d. p.), then straight forward to Croxdale Sta., where bear *l.* at fork. At Ferryhill, bear *r.* and immediately *l.*, then direct forward right into Darlington Market Pl. Keeping straight on along Blackwellgate, proceed forward until 2 m. beyond Dalton, when bear *l.*, and 1 m. further turn sharp *r.* Leaving Great Smeaton turn *r.* and forward into Northallerton, and at fork, just before leaving town, bear *r.* (*l.* to York) past sta., and forward. At

Newsham keep to *L.*, and straight forward over cross-roads at Busby Stoop P.H., and straight on at Topcliffe Sta. Entering Topcliffe turn *r.* over br. (R. Swale), turn *L.* and forward to Dishforth. Here turn *L.* and direct road to Boroughbridge. Crossing br. opposite Grantham Arms, keep straight forward, and in $\frac{1}{2}$ m. keep to *L.*, and straight into and through Aberford. 1 m. beyond village bear *L.*, and $2\frac{1}{2}$ m. further keep *r.* at fork. At Fox Inn bear *r.* descending to br. over R. Aire, and, crossing same, turn *L.* into Ferrybridge. Direct forward road to Doncaster, and follow main road through town, passing racecourse on *L.*, and straight on to Bawtry. From Bawtry an unmistakable road, bearing *L.* through Barnby Moor to E. Retford, where turn *r.* at end of Bridgegate, across Market Sq., along Carolgate, and over canal br. and up London Rd. and on to Gamston. Keep *L.* on leaving village, and to *r.* at Markham Moor Inn, thence a direct forward run to Newark. Turning *r.* along Castlegate, turn *L.* along Lombard St. and straight on along London Rd. Leaving Balderton keep straight forward to Foston, where at top of hill turn *r.*, and leaving village keep *L.*, then straight on to Grantham, entering by North Parade, North St., and Watergate to Angel Hotel.

NOTE.—In Newcastle, turn *L.* after passing under rly. br. on leaving High Level, and bearing *r.*, turn *L.* at end of St. to Central Rly. Sta., from which all Newcastle routes start. *In reverse*, turn *r.* with tramlines at foot of Northumberland St., and follow them along Blackett St. and Grainger St. to Central Sta. The above route through City is only intended for those going direct through.

ALTERNATIVE SECTION (No. 1).

DONCASTER TO NORTHALLERTON.

(Via York.)

<i>Miles from Berwick.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
339 $\frac{1}{2}$	LONDON	...	...	As in main route, to Doncaster.
176 $\frac{1}{2}$	Doncaster	163	163	Leave the town by Frenchgate, and pass over rly. at level crossing at end of town. $\frac{1}{2}$ m. further bear <i>r.</i> (<i>L.</i> to Ferrybridge); fairly good run till just before entering Bentley, when rly. br., often rough and stony.
175	Bentley	1 $\frac{1}{2}$	164 $\frac{1}{2}$	At end of village bear <i>L.</i> , and level run with bad surface, very stony in places, to Askern.
171 $\frac{1}{2}$	Owston Farm	3 $\frac{1}{2}$		
170	Askern	1 $\frac{1}{2}$	169 $\frac{1}{2}$	Here keep to <i>L.</i> , and after $\frac{1}{2}$ m. cross rly. on level; thence straight forward with rough, stony road to Whitley.
165	Whitley	5	174 $\frac{1}{2}$	At 1 m. beyond cross canal br., followed immediately by level rly. crossing at Whitley Sta., which should be approached cautiously. Take <i>r.</i> hand road from the sta. to Hut-Green, where Knottingley-Snaith road is crossed, and straight on with level, but very "rutty" and stony road to Haddlesey.
164	Whitley Rly. Station...	1		
163 $\frac{1}{2}$	Hut-Green	$\frac{1}{2}$		
161 $\frac{1}{2}$	Haddlesey.....	2	178	Road continues very bad to Burn Br., after which the surface improves, and is fairly good running
160	Burn	1 $\frac{1}{2}$		

Route 1. LONDON TO EDINBURGH—continued.

Doncaster to Northallerton—continued.

Miles from Berwick.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
159 $\frac{1}{2}$	Burn Bridge	$\frac{1}{2}$		to Selby. Level run, with level rly. crossing just before entering town; rough cobbles in main streets.
158 $\frac{1}{2}$	Brayton	1		
157 $\frac{1}{2}$	Selby	1	182	Leaving the Abbey Church on the <i>l.</i> cross R. Ouse by br. (toll 1d. including machine), and follow the river to Barby. Indifferent surface. Through village bear <i>r.</i> and then <i>l.</i> , and $\frac{3}{4}$ m. further, where road turns <i>r.</i> over rly. (for Market Weighton) bear <i>l.</i> to level crossing a little more than $\frac{1}{2}$ m. further. $\frac{3}{4}$ m. on turn <i>l.</i> and cross br. over rly. and immediately <i>r.</i> into Riccall. Indifferent surface.
155 $\frac{3}{4}$	(Abbey Church.) Barby	1 $\frac{3}{4}$		
154 $\frac{1}{2}$	Level Crossing	1 $\frac{1}{4}$		Bend <i>l.</i> into and <i>r.</i> through Riccall and again cross rly. by level crossing, and soon after at Riccall Lodges road bends <i>l.</i> , and becomes very bad and often heavy to Escrick.
153	Riccall	1 $\frac{1}{2}$	186 $\frac{1}{2}$	
152 $\frac{1}{2}$	Level Crossing	$\frac{1}{2}$		
152 $\frac{1}{4}$	Riccall Lodges	$\frac{1}{4}$		Undulating road with descent into village. Keeping straight forward, improved level road to Gate Fulford. Short ascent, and trmws. begin with deteriorating surface leading into York. 200 yds. past cavalry barracks, bear <i>r.</i> into S. Lawrence St., turn <i>l.</i> through Bar and along Walmgate, Foss Br., Fossgate, Colliergate, Low Petersgate, through Bootham Bar.
149 $\frac{1}{2}$	Escrick	2 $\frac{3}{4}$	190	
145 $\frac{1}{2}$	Gate Fulford	4		Thence keep straight on through the suburb of Clifton, with a fairly good macadam road, passing Skelton on <i>r.</i> at 3 $\frac{1}{2}$ m.; level. Turn <i>r.</i> on approaching Shipton, then straight forward for 3 $\frac{1}{2}$ m., and turn <i>r.</i> at 9th m.s.; perfectly level road, with good surface. Turn <i>l.</i> entering Easingwold.
143 $\frac{1}{2}$	York	2	196	
143	Clifton	$\frac{1}{2}$		
138	Shipton	5		
130 $\frac{1}{2}$	Easingwold	7 $\frac{1}{2}$	209	Continuing along quite level road for 3 $\frac{1}{2}$ m., stiff rise to Thormanby, and sharp descent, then an undulating run to Thirsk; good surface.
126 $\frac{1}{2}$	Thormanby	4		
120 $\frac{1}{2}$	Thirsk	6	219	Leave the town by the church, through the suburb of Norby, and forward to Thornton-le-Street, leaving which turn <i>l.</i> and then <i>r.</i> , and forward to Northallerton. Fair surface, and nearly level road.
117 $\frac{1}{2}$	Thornton-le-Street	3		
111 $\frac{1}{2}$	Northallerton	6	228	Route as above to Berwick.
	BERWICK	111 $\frac{1}{2}$	339 $\frac{1}{2}$	
	EDINBURGH	58	397 $\frac{1}{2}$	Route as above to Edinburgh.

Alternative Route. Reverse.—Following main road to Northallerton, on leaving town bear *l.* at fork (d.p.) and forward to Thirsk. Leave by Ingramgate, turning to *r.* at

top, past model lodging-house, and forward to Easingwold. Leaving Easingwold, turn *r.*, and in 4 m. turn *l.*, after which the road bends *r.* and direct to York. Proceeding through Bootham Bar into Low Petergate, and along Colliergate and Foss-gate, over Foss Br., and through Walmgate Bar, turn *r.* into S. Lawrence St., and forward to Gate Fulford. On leaving keep *r.* at fork and immediately after *l.*, and forward to Escrick. Bear *r.* at entrance of village, and *l.* through Riccall; turn *l.* over level crossing and *r.* immediately after, then forward to Selby, crossing Ouse Br. to Abbey Church. Then forward out of the town by Cowthorpe, turning *l.* down Booth St., and thence a direct and unmistakable road to Doncaster. Shortly before entering town main route from Ferrybridge is joined, which follow as described.

ALTERNATIVE SECTION (No. 2).

BOROUGHBRIDGE TO DARLINGTON.

(Via Leeming Lane.)

<i>Miles from Bewick.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
337 $\frac{1}{2}$	LONDON	...	...	Main route as described to Boroughbridge.
131	BOROUGHBRIDGE	206 $\frac{1}{2}$	206 $\frac{1}{2}$	Bear <i>l.</i> at fork, and bend <i>r.</i> under rly. br. (<i>l.</i> to Skelton), and forward uphill, becoming steeper to Kirby Hill. Keep <i>r.</i> at fork (<i>l.</i> to Ripon). Gently undulating road to 5 m., then slight descent, keeping straight forward at cross-roads at Baldersby Gate (<i>l.</i> Ripon, <i>r.</i> Thirsk). $\frac{1}{4}$ m. past York Gate Farm, level crossing (gates always closed). Long, gentle descents with occasional short rises to Ealam Br., then easily undulating to Londonderry, whence gentle descent into Leeming. Excellent surface and easy gradients throughout.
130	Kirby Hill.....	1		
124 $\frac{3}{4}$	Baldersby Gate	5 $\frac{1}{4}$		
123 $\frac{3}{4}$	York Gate Farm	1		
123 $\frac{1}{2}$	Level Crossing.	$\frac{1}{4}$		
121 $\frac{1}{2}$	Sinderby Rly. Station...	2		
119 $\frac{1}{2}$	Ealam Bridge	2		
116 $\frac{1}{4}$	Londonderry	2 $\frac{3}{4}$		
115 $\frac{3}{4}$	Leeming	1	221 $\frac{3}{4}$	Immediately on leaving village, short steep descent to bridge over Bedale Beck, and equivalent rise, then level to Leeming Lane Rly. Sta. (level crossing). Gradual ascent to Leazes Hall, and similar descent to Little Holtby, with fine views of Wensleydale on <i>l.</i> Short rise and fall, and then steep climb up Holtby Bank. Undulating for 1 $\frac{1}{2}$ m., then rise, steep in the middle, up Killerby Bank, then slight decline to Catterick. Good surface. Telegraph wires follow the whole route.
115	↑			
114 $\frac{1}{2}$	Leeming Lane Rly. Sta. (Level Crossing.)	1 $\frac{1}{4}$		
113 $\frac{3}{4}$	Leazes Hall	$\frac{3}{4}$		
113 $\frac{1}{4}$	Little Holtby	$\frac{1}{2}$		
112 $\frac{1}{4}$	↑			
110 $\frac{3}{4}$	Holtby Bank.....	$\frac{1}{2}$		
110 $\frac{1}{4}$	↑			
108 $\frac{3}{4}$	Killerby Bank ...	2		
108 $\frac{1}{4}$	Catterick	2	228 $\frac{3}{4}$	Continue northward, road rising and falling gently to Catterick Br. Inn, on nearing which bear <i>l.</i> and <i>r.</i> over br. Level past cross-roads (<i>l.</i> Richmond, <i>r.</i> Scorton), and over level rly. crossing, then rise, at first sharp, and afterwards easier, to cross-roads at Scotch Corner (<i>l.</i>
107 $\frac{3}{4}$	Catterick Bridge.....	1		
107 $\frac{1}{4}$	(Inn.)			
107 $\frac{1}{4}$	Level Crossing.....	$\frac{1}{2}$		

Route 1. LONDON TO EDINBURGH—continued.

Boroughbridge to Darlington—continued.

Miles from Berwick.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
104	Scotch Corner	3 $\frac{1}{2}$	233 $\frac{1}{2}$	Barnard Castle, <i>r.</i> Middleton Tyas). Good limestone surface.
101 $\frac{1}{2}$	Barton	2 $\frac{3}{4}$		Proceed N. along main road to fork, a little over 1 m., where take right-hand forward road, and on, fording Waterfall Beck, gradually downhill to Barton. Straight forward through village, and good undulating road, with sharp descent, to Stapleton and Blackwell Br., crossing R. Tees, thence short steep rise to junction with main road, where turn <i>L.</i> and follow to Darlington. Good surface.
98	Stapleton	3 $\frac{1}{2}$		
97 $\frac{1}{2}$	Blackwell Bridge.....	$\frac{1}{2}$		
95 $\frac{1}{2}$	Darlington	1 $\frac{3}{4}$	241 $\frac{3}{4}$	
	BERWICK.....	95 $\frac{3}{4}$	337 $\frac{1}{2}$	Main route as described to Berwick and Edinburgh.
	EDINBURGH	58	395 $\frac{1}{2}$	

BOROUGHBRIDGE TO DARLINGTON *Reverse*.—Route 1 (reverse) to 1 $\frac{1}{4}$ m. where turn *r.* by Park Wall, and direct forward to junction with Roman road, where turn *L.* and a perfectly direct road to Boroughbridge.

ALTERNATIVE ROUTE VIA "NEVILLE'S CROSS."

NOTE.—Those travelling direct North or South, will find the following deviation from the main road preferable as avoiding Durham with its hills and paving.

Miles from Berwick.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
337	LONDON	...	...	Main route as described to Darlington and Farewell Hall, where bear <i>L.</i> at fork. Easy run for 1 m. where keep straight on over cross-roads, then smartly undulating run for nearly $\frac{1}{2}$ m. when turn <i>r.</i> Sharp ascent to remains of "Neville's Cross," round which turn <i>L.</i> Easily undulating road for 1 m. when turn <i>L.</i> and almost immediately <i>r.</i> Bear <i>r.</i> at next fork, and straight on to junction with North Rd. at Framwellgate-moor. Fair surface.
96	Darlington	241	241	
79 $\frac{1}{2}$	Farewell Hall.....	16 $\frac{3}{4}$		
77 $\frac{3}{4}$	"Neville's Cross"	1 $\frac{1}{2}$		
76	Framwellgate-moor ...	1 $\frac{3}{4}$	261	
	BERWICK.....	76	337	
	EDINBURGH	58	395	Turn <i>L.</i> and follow main route to Berwick.

Reverse.—Main route (reverse) to Framwellgate-moor, where turn *r.* at cross-roads, and in $\frac{3}{4}$ m. bear *L.* and almost immediately *r.* At "Neville's Cross" turn *r.* and take next turn *L.* and straight forward to junction with main road at Farewell Hall.

ROUTE 2. BRISTOL TO CARLISLE.

(This Route forms part of that usually taken from Land's End to John o' Groat's.)

<i>Miles from Carlisle.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
271	BRISTOL	...	...	To Tarporley, see Vol. II.
134 $\frac{1}{2}$	Tarporley (Swan Hotel)	136 $\frac{3}{4}$	136 $\frac{3}{4}$	Leaving Swan Hotel on <i>L.</i> proceed up street and turn <i>r.</i> (forward to Chester). Steady rise for 1 m., short level, and similar fall with good surface to Cotebrook.
132 $\frac{1}{2}$	Cotebrook	2	138 $\frac{3}{4}$	Keeping straight forward, undulating road for $\frac{1}{2}$ m., then sharp ascent followed by a straight and almost dead level road to Crabtree-green; good surface.
128 $\frac{1}{2}$	Crabtree-green	3 $\frac{3}{4}$	142 $\frac{1}{2}$	Cross Chester-Northwich Rd. and keep straight on. After 1 m. road becomes more undulating, ending in steady descent past Weaverham Gate, to R. Weaver. Cross by Swing Br. and road rises, and grows steeper and rough over canal. $\frac{3}{4}$ m. further keep straight on (<i>L.</i> Runcorn, <i>r.</i> Northwich) to Lower Whitley.
125 $\frac{1}{2}$	Weaverham Gate	3		
124 $\frac{1}{2}$	Weaver Bridge	1 $\frac{1}{2}$		
122	↑ Lower Whitley	2 $\frac{1}{2}$	149	Here keep <i>L.</i> and follow telegraph wires (which run right on to Warrington) over direct road, undulating to Stretton, then gradually falling to Warrington. Moderate surface. Cross Ship Canal, and after level crossing turn <i>L.</i> and cross Mersey Br. and forward up Bridge St. to Marketgate. (See note (a) to Route 115).
119 $\frac{1}{2}$	Stretton	2 $\frac{1}{2}$		
116 $\frac{1}{2}$	Level Crossing	3		
116	Warrington ... (Marketgate.)	$\frac{1}{2}$	155	Proceed along Sankey St., then turn <i>L.</i> along Horse-market St., and 300 yds. after passing under rly. arch, bear <i>L.</i> at fork, and straight forward over gradually rising road to Winwick Church, where keep <i>L.</i> (d. p.) at fork. After cobbles, good macadam road to Newton. At rly. sta. keep <i>L.</i> , over setts, and at end of village street go straight on (<i>L.</i> to St. Helens) to Ashton. Good macadam surface.
113	Winwick (Church.)	3		
111 $\frac{1}{4}$	Newton-in-Makerfield ...	1 $\frac{3}{4}$		
108 $\frac{3}{4}$	Ashton-in-Makerfield ...	2 $\frac{1}{2}$	162 $\frac{1}{4}$	After passing church turn <i>r.</i> , and at foot of street <i>L.</i> ; and after leaving setts keep <i>r.</i> $\frac{3}{4}$ m. after passing Park Lane Colliery, after passing under rly. br. take first turn <i>r.</i> , and on, over setts, into Wigan.
105 $\frac{3}{4}$	Park Lane Colliery	3		
104	Wigan	1 $\frac{3}{4}$	167	Turn sharp <i>L.</i> down King St., and at end <i>r.</i> along Wallgate, and straight forward. After crossing rly. br. at fork at 1 $\frac{1}{2}$ m. bear <i>L.</i> to Standish, in which proceed along High St. and Wigan road (where telegraph wires begin). At 5th m.s. is a level crossing, and another at 6 $\frac{1}{4}$ m. $\frac{1}{2}$ m. further, at d. p. bear <i>r.</i> (<i>L.</i> to Ormskirk), and forward to Euxton. Good macadam road, although latter part is often very dusty.
100 $\frac{1}{2}$	Standish	3 $\frac{1}{2}$		
99	Level Crossing	1 $\frac{1}{2}$		
97 $\frac{3}{4}$	Level Crossing	1 $\frac{1}{4}$		

Route 2. BRISTOL TO CARLISLE—continued.

Miles from Carlisle.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
95	Euxton P.O.	$\frac{1}{2}$	176	Keeping straight forward for $3\frac{1}{4}$ m., bear $\angle$ with telegraph wires at fork (d. p.), and $\frac{1}{2}$ m. further, still following wires turn $r.$, and again $r.$ in $\frac{3}{4}$ m., to Lostock Hall. Level run to bridge over R. Ribble (sometimes toll of $\frac{1}{2}$ d. here), where turn $r.$ and cross, and proceed along river side to Regatta Inn. Here turn $\angle$ at commencement of tramlines; at end of Strand Rd. turn $r.$ along Fylde Rd. (setts) to Moor Lane (cobbles), where turn $\angle$.
91 $\frac{1}{2}$	Fork Roads	$3\frac{1}{2}$		
90 $\frac{1}{2}$	Lostock Hall	$1\frac{1}{4}$		
88 $\frac{1}{4}$	Penwortham Bridge ...	2		
87	PRESTON	$1\frac{1}{4}$	184	Forward over cobbles for $\frac{1}{4}$ m., then entering main Lancaster road, good macadam begins, $\frac{3}{4}$ m. further tramlines end. Long, gradual ascent out of town. Thence the road is fairly level, and of usually good surface, to Barton, where there is a descent and sharp ascent, then practically level, to Bilsborough. Undulating until 2 m. past Brock where steep ascent and descent. Cross R. Wyre into Garstang.
82 $\frac{1}{2}$	Broughton.....	$4\frac{1}{2}$		
81 $\frac{1}{2}$	Barton Hall	1		
80 $\frac{1}{2}$	Bilsborough	1		
79 $\frac{1}{4}$	Brock	$1\frac{1}{4}$		194 $\frac{3}{4}$ Keep straight on past clock tower (on $r.$), and after passing under rly. br. join telegraph wires, which accompany to within $\frac{1}{2}$ m. of Lancaster. In Galgate bear $\angle$ with wires, and at their termination keep straight forward down-hill, and after reaching setts bear slightly $r.$ along Penny St. (Turn $\angle$ up to Town Hall). Until the Lancaster "setts" are reached the surface is excellent macadam, with only slight undulations.
76 $\frac{1}{4}$	Garstang	3		
74	Scorton	$2\frac{1}{4}$		
71 $\frac{1}{2}$	Bay Horse, P.H.	$2\frac{1}{2}$		
69 $\frac{1}{2}$	Galgate	2		205 $\frac{1}{2}$ Keep straight along Penny St. and down Cheap-side. At foot turn $\angle$ past Mid. Rly. Sta., join tramlines and cross R. Lune. Where tramlines turn to $\angle$ keep straight forward, and 150 yds. further bear $r.$ (d. p. says Burton), and 100 yds. further bear $\angle$ (m.s. Burton). Surface fair to Slyne, where steep rise and fall. Straight forward through Bolton-le-Sands, and at end of village sharp to $\angle$ over canal br., whence short descent. Entering Carnforth keep straight forward along Scotland Rd. At 8th m.s. road divides ($r.$ to Burton) (d. p.), bear $\angle$ up gradual rise, and fair surface past Beetham.
66 $\frac{3}{4}$	Scotforth	$2\frac{3}{4}$		
65 $\frac{1}{2}$	Lancaster	$1\frac{1}{4}$		
	(Town Hall.)			
	↑			(The village church is worth a visit. Rejoin main road to N. by crossing river). Direct road to Milnthorpe; straight on through town, after which long, heavy climb, followed by easy descent through Heversham, steeper after passing church. Thence direct undulating road to Kendal, with upward trend, surface good.
62 $\frac{1}{2}$	Slyne.....	3		
61 $\frac{1}{2}$	Bolton-le-Sands	1		
59	Carnforth	$2\frac{1}{2}$		
57 $\frac{1}{2}$	Fork Roads	$1\frac{1}{2}$		218
53	Beetham	$4\frac{1}{2}$		
51 $\frac{3}{4}$	Milnthorpe	$1\frac{1}{4}$		
	↑			
50 $\frac{1}{2}$	Heversham	$1\frac{1}{4}$		
	↓			

Route 2. BRISTOL TO CARLISLE—continued.

Miles from Carlisle.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
44 $\frac{1}{2}$	Kendal (Town Hall.)	6	226 $\frac{1}{2}$	Telegraph wires follow the whole course of the road. Proceed up Highgate, and at corner of Stricklandgate turn sharp to <i>r.</i> down Finkle St., then bearing to <i>l.</i> , cross br. over R. Kent. Bear to <i>l.</i> under rly. br., and, a few yards further, at Duke of Cumberland P.H. to <i>l.</i> again, following telegraph wires. Long steady ascent, occasionally steep for 6 m., then steep descent to Bannisdale Br. Surface now deteriorates; long ascent, and again a steep descent to Borrow Br., then again a heavy gradient for 1 $\frac{1}{2}$ m. Easy descent over poor, usually very stony surface for 2 $\frac{1}{2}$ m., after which slight rise to level crossing, and gentle descent to 14th m.s. From here an excellent undulating macadam road to Shap, a quaint old village.
38 $\frac{1}{4}$	Bannisdale Bridge ↓ ↓	6 $\frac{1}{4}$ 2 $\frac{1}{4}$		
35 $\frac{1}{2}$	Borrow Bridge.....	$\frac{1}{2}$		
34 $\frac{1}{4}$	↑			
31 $\frac{1}{4}$	Level Crossing.....	4 $\frac{1}{4}$		
28 $\frac{1}{2}$	Shap	2 $\frac{3}{4}$	242 $\frac{1}{2}$	Keep straight forward through village, and at end bear to <i>r.</i> uphill, and cross rly. following telegraph wires leading direct to Penrith. After first two miles the surface is fair. At Clifton, turn to <i>l.</i> over rly. br., after which short, steep descent, followed by awkward bend, and another similar descent. At end of Brougham Hall Park turn sharp <i>l.</i> and cross br. over R. Lowther, bearing to <i>r.</i> through Eamont Bridge, where telegraph wires end. Steep rise to and fall from Eamont Bridge, then steep ascent, and then level along Victoria Rd. and King St. into Penrith Market Pl.
20 $\frac{1}{2}$	Clifton ↓	8		
19 $\frac{1}{2}$	Lowther Bridge	I		
19	Eamont Bridge ↓	$\frac{1}{2}$		
18 $\frac{3}{4}$	↑			
18	Penrith (Monument.)	I	253	Leave Market Pl. by narrow opening at <i>l.</i> corner, leaving George Hotel on <i>r.</i> Proceed along Middlegate, leaving Congregational Chapel on <i>l.</i> Here bear to the <i>r.</i> , then to the <i>l.</i> up Scotland Rd.; road bends to <i>r.</i> , and telegraph wires begin. Turn to <i>l.</i> at d.p. (the wires for Carlisle follow an old disused road). Steady rise till past first m.s., then gradual descent. Turn to <i>r.</i> at fork (d.p.), and at 2 $\frac{1}{2}$ m. bear to <i>l.</i> on rejoining old road with telegraph wires. Gentle rise, followed, after short level, by rather more rapid descent, then rise to 4 m. Good surface. Straight on past cross-roads to Salkeld Gate.
13 $\frac{1}{2}$	Salkeld Gate (Inn.) ↓	4 $\frac{1}{2}$ 3	257 $\frac{1}{2}$	Good undulating road for 3 m., then rapid winding descent, followed by rise, and shortly after, a steep climb into High Hesket. Long gentle descent, followed by short rise and then gradual

Route 2. BRISTOL TO CARLISLE—continued.

Miles from Carlisle.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
8 $\frac{3}{4}$	High Hesket	1 $\frac{3}{4}$		descent, steeper at the foot, into Low Hesket. Good surface.
7 $\frac{1}{4}$	↑ Low Hesket or Nether Hesket.	1 $\frac{1}{2}$	263 $\frac{3}{4}$	Road bends <i>r.</i> after passing between the first houses. Long rise, steep at first, followed by rapid descent to 12 m., level till foot of Wragmire Hill, then stiff ascent; surface rather rough. Beyond summit road descends, and after 1 m. becomes steeper. Undulating to Golden Fleece Inn, then winding descent to near Carleton village, through which short, steep rise. Hence mostly level, with downward tendency to Carlisle; uneven surface. At Carlisle keep straight on, leaving County Ho. and Sta. on the <i>l.</i> ; proceed between two circular Court Houses along English St., when the Clock Tower will be conspicuous in front. Streets paved with square setts, well laid.
5 $\frac{1}{4}$	↑ Wragmire Hill	2		
		↓	1	
3 $\frac{3}{4}$	Golden Fleece Inn	$\frac{1}{2}$		
2 $\frac{3}{4}$	Carleton.....	1		
	Carlisle	2 $\frac{3}{4}$	271	
	(Clock Tower.)			

BRISTOL TO CARLISLE. Reverse.—Proceed along English St., leaving County Hotel on the *r.*, and keep straight on. Telegraph wires begin at the end of the setts. At 15 $\frac{1}{2}$ m. take road at d. p. to *r.* (telegraph wires continue on road to *l.*), and at 1 m. rejoin wires at junction with Penrith-Sebergham Road. Follow wires to near Penrith, where they are taken underground. At opening turn to *r.*, then to *l.*; hence straight on through narrow opening into Market Pl.; monument in front. Straight forward and at end of Victoria Rd. bear to *r.* at fork, thence direct, crossing Lowther Br., turning sharp to *r.* after crossing, and at fork at end of Brougham Park Wall, keep to *r.* at fork, to Shap. 2 $\frac{3}{4}$ m. further at level crossing keep straight forward, thence direct road over the moors to Kendal. Crossing br. over R. Kent bear *r.* up Finkle St., then to *l.* down Highgate. Keep *r.* at fork, and a direct forward road to Lancaster, which enter by North Rd. and Cheapside. Continue forward up Penny St., and just after leaving setts bear *l.* at d.p. on lamp, and at top of hill join wires which follow to Garstang. Keep *l.* at Royal Oak Hotel (*r.* to Blackpool), thence direct to where trams begin 1 $\frac{1}{2}$ m. out of Preston. Follow these along Moor Lane, Fylde Rd., and Strand Rd., and at terminus turn *r.* past Regatta Inn to Penwortham Br. (sometimes $\frac{1}{2}$ d. toll), which cross, and turn to *l.* At Lostock Hall, keep *l.*, and in 3 $\frac{3}{4}$ m. to *l.* with telegraph wires, and $\frac{1}{2}$ m. further turn *r.* to Wigan. At top of hill in the town turn *l.* down King St. to the end, then *r.* down Chapel Lane, then direct to Ashton. Here turn to *r.*, then first to *l.*, and then direct to Warrington. Leave Marketgate by Bridge St., cross R. Mersey, and immediately turn sharp *r.* over level rly. crossing. Keep straight on over Ship Canal, following telegraph wires to Stretton, and still forward past cross-roads, until Lower Whitley is reached, when bear *r.* through village, still following wires towards Weaverham Gate (*l.* to Weaverham, *r.* to Acton Br.). Straight over cross-roads, and L. and N. W. Rly., and past Cuddington Rly. Sta. to Cotebrook, where bear *r.* (d. p.) to Tarporley. Thence to Bristol, see Vol. II.

ALTERNATIVE ROUTE (No. 1).

WIGAN TO PRESTON.

Miles from Carlisle.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
271 $\frac{1}{2}$	BRISTOL	..	...	Route as above to Wigan, and at 1 $\frac{1}{2}$ m. beyond, after crossing rly. br. keep to r., then direct but somewhat hilly road to Chorley, entering by Market St., and straight on along Park Rd., and direct, undulating road to Bamber Bridge. 1 $\frac{1}{2}$ m. further, steep, dangerous descent turning sharp to l. at foot, into Walton-le-Dale. Thence direct to Preston, entering town by London Road, then bear l. along Stanley St. and Church St. to Town Hall.
104 $\frac{1}{2}$	Wigan	167		
96 $\frac{1}{4}$	Chorley	8 $\frac{1}{4}$		
90 $\frac{3}{4}$	Bamber Bridge	5 $\frac{1}{2}$		
	↓			
88 $\frac{3}{4}$	Walton	2		Thence as in above route.
87	PRESTON	18 $\frac{3}{4}$	184 $\frac{1}{2}$	
	(Town Hall.)			
	Carlisle	87	271 $\frac{1}{2}$	

Alternative.—WIGAN TO PRESTON *Reverse.*—Leaving Preston Town Hall on l., proceed down Church St., and at end bear r. along Stanley St.; then straight forward down London Rd. and over R. Ribble. At d.p. at end of village of Walton-le-Dale, turn sharp r., and bear l. over br. across R. Darwen. $\frac{1}{2}$ m. past Bamber Bridge at d.p. bear l. (r. to Wigan), and straight forward to Chorley Town Hall. Leaving same on r. proceed down and up Market St., and at large lamp in fork bear r. (l. Bolton) along Pall Mall and Moor Rd. $\frac{1}{2}$ m. after crossing bridge bear l. at fork, and forward to "Hind's Head" Inn, where turn sharp l. and forward to Wigan, which enter by Standishgate to Market Pl.

ALTERNATIVE ROUTE (No. 2).

EUXTON TO PRESTON.

Miles from Carlisle.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
272 $\frac{1}{4}$	BRISTOL	...	...	To Euxton as in main route. At fork 3 $\frac{1}{2}$ m. beyond Euxton, where telegraph wires go l. keep straight forward (d.p.), and immediately afterwards keep l. hand forward road. Thence avoid all cross-roads, and keep straight forward to Bamber Bridge. Good surface.
96 $\frac{1}{4}$	Euxton	176		
92 $\frac{3}{4}$	Fork Roads	3 $\frac{1}{2}$		
90 $\frac{1}{4}$	Bamber Bridge	2		
87	PRESTON	38 $\frac{3}{4}$	185 $\frac{1}{4}$	Thence Alternative No. 1 to Preston.
	Carlisle	87	272 $\frac{1}{4}$	Main route to Carlisle.

EUXTON TO PRESTON. *Reverse.*—Alternative No. 1 to Bamber Bridge. Bear *r.* at fork at top of village (d.p.), then straight forward, joining main route at $5\frac{3}{4}$ m., and following same onward through Euxton.

ALTERNATIVE ROUTE (No. 3).

LANCASTER TO KENDAL.

(Via Burton.)

Miles from Carlisle.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
27 $1\frac{1}{2}$	BRISTOL	...	...	Main route to Lancaster, whence follow Route 3 to fork by 8th m.s. where bear <i>r.</i> , following telegraph wires to Kendal. Excellent road, gently rising to Burton. Keep straight forward through town, with rather steep and winding descent, then easily undulating road. After crossing Canal Br. bear sharp <i>l.</i> (<i>r.</i> to Kirkby Lonsdale) (d.p.), cross level tramline, pass Crooklands Inn, and up steep rise. Ascent continues through Endsmoor, where bear <i>l.</i> , then descent requiring care. Cross br. and bear <i>r.</i> , then rise and fall to past Oxenholme Sta., after which telegraph wires leave road. Proceed along Lounds Rd., turn to <i>l.</i> across Nether Br., then to <i>r.</i> up Highgate to Town Hall. Surface from Burton indifferently good.
66	Lancaster	205 $\frac{1}{2}$		
58	<i>Fork Roads</i>	8		
55 $\frac{1}{2}$	Burton	2 $\frac{1}{2}$		
51 $\frac{1}{2}$	Canal Bridge	4		
51	Crooklands, P.H.	$\frac{1}{2}$		
50	↑ Endsmoor P.O.	1		
46 $\frac{1}{2}$	↓ Oxenholme Junction ... (Railway Station.)	3 $\frac{1}{2}$		
44 $\frac{1}{2}$	Kendal	2	227	
	(Town Hall.)			
	Carlisle	44 $\frac{1}{2}$	271 $\frac{1}{2}$	

Reverse.—Descend High St., bear *l.* over Nether Br., then *r.* along Lounds Road $\frac{1}{2}$ m. from br.; bear *l.* at d.p. across Canal Br., and almost immediately after bear *r.* at d.p. Beware of level crossing after passing Crooklands Inn, and soon after bear *r.* over Canal Br. (*l.* to Kirkby Lonsdale). $1\frac{1}{2}$ m. past Burton bear *r.* (leaving Longlands Inn on *l.*).

ROUTE 3. BOSTON TO SKEGNESS.

Miles from Skegness.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
23	Boston	...	...	Leaving the town by Bargate Br., where macadam replaces granite setts, keep straight forward to Burton Corner, where bear <i>r.</i> at fork (d.p.) to
21 $\frac{3}{4}$	Burton Corner ...	1 $\frac{1}{4}$		

Route 3. **BOSTON TO SKEGNESS**—continued.

<i>Miles from Skegness.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
21	Ballhouse Inn	$\frac{3}{4}$		the Ball-house Inn, a low white-washed public-house, passing which bear <i>L.</i> , and forward over a rather winding but good level road until close upon Bennington, when turn <i>L.</i> into village.
19 $\frac{3}{4}$	Freiston Haltoft End...	1 $\frac{1}{4}$		
18	Bennington	1 $\frac{3}{4}$	5	
	(Church.)			
16 $\frac{3}{4}$	Leverton	1 $\frac{1}{4}$		
	(Church.)			From village keep straight on along centre road at triple fork (d.p.), over good level road to Leverton. Bear <i>L.</i> through village, and after passing church, turn sharp <i>L.</i> and <i>r.</i> (d.p.) near a small pond, then fair level run for 1 $\frac{1}{2}$ m., when turn <i>L.</i> (d.p.) to Leake Church, and just before reaching turn <i>r.</i> (d.p.) On passing Board School keep <i>L.</i> (d.p.), then sharp <i>r.</i> through Wrangle.
15	Leake	1 $\frac{3}{4}$		
	(Church.)			
13 $\frac{1}{2}$	Wrangle	1 $\frac{1}{2}$	9 $\frac{1}{2}$	
	(Church.)			
8 $\frac{1}{2}$	Barley Mow, P.H.	5		Keep <i>L.</i> past church, and at next fork (d.p.) sharp <i>r.</i> , and after a level run of 2 $\frac{3}{4}$ m., turn sharp <i>r.</i> at d.p., "high road to Wainfleet." $\frac{1}{2}$ m. straight run, then sharp <i>L.</i> and about 1 m. past Barley Mow Inn, there is another sharp turn <i>L.</i> and <i>r.</i> (d.p.), then forward into Wainfleet. Patchy surface, but level.
5	Wainfleet	3 $\frac{1}{2}$	18	
	(Market Square.)			
	SKEGNESS	5	23	
	(Railway Station.)			

BOSTON TO SKEGNESS. *Reverse.*—Taking Wainfleet Rd. from rly. sta. forward into Wainfleet, where turn *L.* from Barkham St., down High St., and leaving Market Sq. on *L.*, cross rly. and br., and immediately bear *L.* and then *r.* $\frac{1}{2}$ m. further bear *r.* again, and in 1 $\frac{1}{2}$ m. at road end *L.* and immediately *r.* 3 m. further, road turns sharp *r.*, and in $\frac{1}{2}$ m. *L.*, and on through Wrangle. Turn *r.* at church, *L.* again in 200 yds., and *r.* in a similar distance at fork. At Leake turn *L.* before church, and *r.* shortly after, and bear *r.* at fork past Bennington Church, and turn *L.* at Burton Corner into Boston. D.p.'s at all turnings.

ROUTE 4. **BOSTON TO GRIMSBY.**

<i>Miles from Grimsby.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
48 $\frac{1}{2}$	Boston	...	...	Leaving by Bargate Br., bear <i>L.</i> at Burton Corner (d.p.); good level granite surface to Sibsey.
47 $\frac{3}{4}$	Burton Corner	1		

Route 4. BOSTON TO GRIMSBY—continued.

Miles from Grimsby.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
43½	Sibsey	4	5	Keeping still to direct road, level, but occasionally rather loose surface to Stickney, but improving to Stickford.
39½	Stickney	4		
37½	Stickford (Church.)	2	11	After passing church take first turn <i>L.</i> , and after level stretch to Keal Cotes, steady rise, bearing <i>r.</i> at nearly 3 m. to East Keal.
36¼	Keal Cotes	1¼		
34	East Keal	2¼	14½	Turn <i>L.</i> in village, then short rise and fall, followed by undulating road, ending with rise into Spilsby.
31½	Spilsby (Church.)	2½	17	Turning <i>L.</i> round church, along Church St. and Hundleby Rd., turn <i>r.</i> in ¼ m., steep descent to Partney Watermill, and easily undulating run through Partney, ending in steep ascent to Dalby. After ¼ m. level, steep climb to Dalby Bar, then undulating to Ulceby Cross. Good granite surface, except on the Dalby hills.
29¾	Partney	1¾		
28½	Dalby	1¼		
27¾	↑			
26¼	Ulceby Cross	2¼	22¼	Turn <i>L.</i> at cross-roads, and steady descent to Calceby Beck, then long rise and fall to Burwell. Excellent surface.
24¼	Calceby Beck Bridge...	2		
	↓			
21	Burwell	3¼	27½	Thence a direct and undulating road, with good surface, except in very dry weather, ending in sharp descent into Louth.
	↓			
15½	Louth (Church.)	5½	33	Keep straight on down Ugate, and passing church on <i>L.</i> , along Bridge St., and crossing the Ludd there is a steep rise for over ¼ m., followed by an excellent run down and short rise into Fotherby; then direct and easy, but stony, run to North Thoresby Inn.
	↑			
12¾	Fotherby	2¾		
11½	Utterby	1¼		
9½	Ludborough	2		
7¾	N. Thoresby, P.H. ...	1¾	40¾	Still keeping to direct main road, turn <i>r.</i> in Scartho village, then <i>r.</i> 1 m. further, and immediately bear <i>L.</i> along Bargate and Deansgate to Bull Ring. Indifferent surface, bad in last 4 miles.
4¼	Holton-le-Clay	3		
2	Scartho	2¾	48½	
	Great Grimsby	2		

BOSTON TO GRIMSBY. Reverse.—Leaving by Deansgate and Bargate, bear *L.* round Nun's Farm, and immediately turn *r.* In Scartho turn *L.*, and on reaching Louth keep straight forward along Bridge St. and up Ugate. At Ulceby Cross turn *r.*, and in ½ m. *L.*, and entering Spilsby turn *L.* along Hundleby Rd. and Church St. to Church, round which bear *r.* past the Pig Market and out of town. Keep *r.* on passing old toll bar, and at top of long rise turn *L.* In East Keal turn *r.*, and in ¾ m. bear *L.*, and turn sharp *r.* at corner at Stickford, whence a direct run to Boston.

ROUTE 5. WAINFLEET TO SPILSBY.

Miles from Spilsby.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
9 $\frac{3}{4}$	WAINFLEET (Woolpack Hotel.)	...		Proceed down High St. on to the Burgh Road, and forward to d.p. at $\frac{3}{4}$ m., where turn <i>l.</i> over winding road to Thorpe St. Peter. Bear <i>r.</i> round churchyard, then straight on over cross-roads, and in $\frac{3}{4}$ m. turn <i>r.</i> (d.p.) and cross Millhill Br. Directly after, bear <i>l.</i> at fork (d.p.) and in 1 m. <i>l.</i> again (d.p.) into Irby. Gradual rather stony ascent to Firby Junction Sta., then an undulating run over poor, uneven surface to Halton Hologate. Here turn <i>r.</i> over br. (d.p.), and then <i>l.</i> (d.p.), and again <i>r.</i> (d.p.) under a bridge, up a short, steep hill; bear <i>r.</i> at fork, and thence a good undulating run into Spilsby.
7 $\frac{3}{4}$	Thorpe St. Peter..... (Church.)	2		
6 $\frac{1}{2}$	Millhill Bridge.....	1 $\frac{1}{4}$		
5	Irby-in-the-Marsh (Church.)	1 $\frac{1}{2}$	4 $\frac{3}{4}$	
4 $\frac{1}{4}$	Firby Junct. Rly. Sta.	$\frac{3}{4}$		
3	Great Steeping.....	1 $\frac{1}{4}$		
1 $\frac{1}{4}$	Halton Hologate.....	1 $\frac{3}{4}$		
	SPILSBY (Market Place.)	1 $\frac{1}{4}$	9 $\frac{3}{4}$	

WAINFLEET TO SPILSBY. Reverse.—Leaving Spilsby Market Pl. by Halton Rd. (S.E. corner of Market Pl.) bear *l.* through Halton Hologate, and forward to Millhill Br., $\frac{1}{2}$ m. past which turn *l.* (d.p.), and straight on into Wainfleet.

ROUTE 6. WAINFLEET TO ALFORD.

Miles from Alford.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
13 $\frac{3}{4}$	WAINFLEET (Railway Station.)	...		Keeping straight forward to N. along main street, keep <i>r.</i> at fork at end, and <i>r.</i> again at fork after crossing Oak Br., then bending <i>l.</i> and an easy, level road to Bratoft Corner, where turn <i>r.</i> , and forward to Burgh.
12	Oak Bridge	1 $\frac{3}{4}$		
10	Bratoft Corner.....	2		Turn sharp <i>l.</i> on reaching main street, and forward past Burgh Rly. Sta. (level crossing). In $\frac{3}{4}$ m. turn sharp <i>r.</i> at triple fork opposite Gunby Hall Gates, and steady descent into Welton. Good surface.
9 $\frac{1}{4}$	Burgh-le-Marsh	$\frac{3}{4}$	4 $\frac{1}{2}$	
7 $\frac{3}{4}$	Burgh Railway Station	1 $\frac{1}{2}$		Turn <i>r.</i> on entering village and bear <i>l.</i> at successive forks on leaving, and direct forward over level road to Willoughby. Entering village turn <i>r.</i> , and almost immediately sharp <i>l.</i> , and <i>l.</i> again shortly after, past Willoughby Rly. Sta. (level crossing), $\frac{1}{4}$ m. beyond which turn <i>r.</i> , and direct forward to Alford. Good, nearly level road.
7	Gunby Hall Gates	$\frac{3}{4}$		
6	Welton-le-Marsh	1	7 $\frac{3}{4}$	
4 $\frac{1}{4}$	Level Crossing.....	1 $\frac{3}{4}$		
3 $\frac{1}{2}$	Willoughby	$\frac{3}{4}$		
3	Willoughby Rly. Sta....	$\frac{1}{2}$		
1 $\frac{1}{2}$	Level Crossing.....	1 $\frac{1}{2}$		
	ALFORD (Church.)	1 $\frac{1}{2}$	13 $\frac{3}{4}$	

WAINFLEET TO ALFORD. *Reverse.*—Leaving church on *L.*, take first turn *L.*, through southern portion of town, leaving which keep *L.* and avoid a road on *L.* immediately after. At fork in $\frac{1}{2}$ m. still keep *L.*, and straight forward to road end, near Willoughby Rly. Sta. (level crossing), when turn *L.* $\frac{1}{4}$ m. past sta., road turns *r.* into Willoughby, entering which turn *r.*, and in 50 yds. *L.*, and straight forward into Welton. Turn *L.* just before reaching Church, and in 1 m. opposite Gunby Hall Gates turn *L.* and keep *r.* at next fork (crossing rly. on level at Burgh Rly. Sta.) forward to Burgh. Take first turn *r.* after entering village, and keep to main road to Bratoft Corner, where turn *L.* Continue straight forward to 12 m., where turn *L.* over Oak Br., and straight on to Wainfleet.

ROUTE 7. SWINESHEAD TO LOUTH.

Miles from Louth.	Places on the Road.	Mileage.		General description of the Road.
		Intermedi-ate.	Total.	
35 $\frac{1}{4}$	SWINESHEAD..... (Market Place.)	...	...	Leaving by the Abbey Lane, turn <i>r.</i> on entering main road near Golden Lion Inn, and forward until after crossing br. at Kirton Holme, when take first turn <i>L.</i> to Hubbert's Bridge Rly. Sta., and straight forward over level crossing, and on to Langrick Ferry. Level road, fair surface.
32 $\frac{1}{2}$	Kirton Holme	2 $\frac{3}{4}$		
31 $\frac{1}{4}$	Hubbert's Br. Rly. Sta.	1 $\frac{1}{4}$		
28 $\frac{3}{4}$	Langrick Ferry	2 $\frac{1}{2}$	6 $\frac{1}{2}$	Crossing ferry (fare 2d. for passenger and cycle) keep straight forward on landing, cross rly. at Langrick Sta., and on through New York, turning sharp <i>r.</i> at road end 2 $\frac{3}{4}$ m. further to Tumby. Fairly level, inferior surface.
28 $\frac{1}{2}$	Langrick Railway Sta.	$\frac{1}{4}$		
25 $\frac{1}{4}$	Frogghall Church	3 $\frac{1}{4}$		
24	New York	1 $\frac{1}{4}$		
20 $\frac{3}{4}$	Tumby	3 $\frac{1}{4}$	14 $\frac{1}{2}$	Keeping <i>L.</i> at inn, short, rough descent, then gently undulating road through Haltham, where turn sharp <i>r.</i> and <i>L.</i> , to Dalderby. Fair surface.
18 $\frac{1}{4}$	Haltham	2 $\frac{1}{2}$		
16 $\frac{1}{2}$	Dalderby	1 $\frac{3}{4}$	18 $\frac{3}{4}$	Level but rough and stony road, with one slight rise to Horncastle.
14	Horncastle	2 $\frac{1}{2}$	21 $\frac{1}{4}$	Proceeding along Boston Rd., Bull Ring, North St., and Ashby Rd., good level run through West Ashby, then long rise and sharp descent, passing the South Wold Hunt Kennel on <i>L.</i> , steep, stony climb, then level to a white house (Woldale Lodge), where turn <i>r.</i> to Scamblesby, down long steep hill.
12 $\frac{1}{4}$	West Ashby	1 $\frac{3}{4}$		
10 $\frac{1}{2}$	Kennels	1 $\frac{3}{4}$		
9	Woldale Lodge	1 $\frac{1}{2}$		
8	Scamblesby	1	27 $\frac{1}{4}$	Long, heavy climb up Cawkwell Hill, and on reaching top keep straight on to Tathwell. Short, stiff climb to schoolhouse, where keep straight forward to next cross-roads, turn <i>L.</i> (d.p.) and follow Route 4 to Louth. Fair surface, but bad at Scamblesby and Cawkwell.
6	Cawkwell Hill ...	2		
3 $\frac{1}{2}$	Tathwell	2 $\frac{1}{2}$		
2	Junction with Spilshy Rd.	1 $\frac{1}{2}$		
	Louth	2	35 $\frac{1}{4}$	

SWINESHEAD TO LOUTH. *Reverse.*—Route 4 (reverse) for 2 m. when turn *r.* at cross-roads (d.p.), and straight on to Woldale Lodge, where turn *L.* to Horncastle. Proceed

via Ashby Rd., North St., Bull Ring, and Boston Rd., through town, and keeping *r.* at fork on *l.*, bear *l.* at fork in 1 m., and forward to $\frac{1}{2}$ m. past Tumby Inn. Here turn *l.* and bear *r.* at fork in $\frac{3}{4}$ m., then straight forward to Swineshead.

ROUTE 8. LOUTH TO SALTFLEET.

<i>Miles from Salfleet.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
11 $\frac{3}{4}$	Louth	...	...	Route 9 until reaching Kenwick Park, when turn sharp <i>l.</i> and over level rly. crossing. Short rise up Bracken Hill, then straight forward over level road to Saltfleetby St. Peter's. Level crossing at rly. sta. and at $1\frac{1}{2}$ m. keep <i>l.</i> at fork into Saltfleet. Indifferent surface, rather loose in dry weather.
7 $\frac{1}{2}$	Level Crossing	2 $\frac{1}{4}$		
3 $\frac{1}{4}$	Saltfleetby St. Peter's	6 $\frac{1}{4}$		
	SALTFLEET	3 $\frac{1}{4}$	11 $\frac{3}{4}$	

LOUTH TO SALTFLEET. Reverse.—Leaving by road to S., turn *r.* round Coastguard Sta., and forward through Saltfleetby St. Peter's, and straight on to junction with Legbourne Road, at 9 $\frac{3}{4}$ m. Turn *r.* and follow Route 9 (reverse) to Louth.

ROUTE 9. LOUTH TO ULCEBY CROSS.

<i>Miles from Ulceby X.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
16 $\frac{1}{2}$	Louth (Church)	...	...	Proceeding up Ugate, turn <i>l.</i> round Roman Catholic Chapel, up and along Newmarket to about 300 yds. past rly. br., when turn <i>l.</i> (d.p.) Opposite Kenwick Lodge Gates turn <i>l.</i> to Legbourne Sta., crossing rly., and on to Legbourne. Good, level road.
14 $\frac{1}{4}$	Kenwick Lodge Gates	2 $\frac{1}{4}$		
13 $\frac{3}{4}$	Legbourne Railway Sta.	$\frac{1}{2}$		
13 $\frac{1}{4}$	Legbourne (Church)	$\frac{1}{2}$	3 $\frac{1}{4}$	
12	North Reston	1 $\frac{1}{4}$		Bearing <i>l.</i> past church, take first turn <i>r.</i> on leaving village, and keep straight on past all d.p.'s, through a prettily wooded country, and over good road to South Reston, where turn <i>r.</i> by carpenter's shop, and straight through village. At road end, near 7th m.s. turn <i>l.</i> , and then straight on to Withern. Good, fairly level surface.
10 $\frac{1}{2}$	South Reston	1 $\frac{1}{2}$		
7 $\frac{3}{4}$	Withern	2 $\frac{3}{4}$	8 $\frac{3}{4}$	
6 $\frac{3}{4}$	Woodthorpe Hall (Saleby 11 $\frac{1}{4}$ m.)	1		Easy rise to Woodthorpe Hall (at which may be seen an ancient oak with a girth of 42 feet at the ground), round which turn <i>l.</i> , and straight on (passing Saleby on <i>l.</i>) with easy undulations to Alford. Good surface.

Route 9. LOUTH TO ULCEBY CROSS—continued.

Miles from Ulceby X.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
3	Alford	3 $\frac{3}{4}$	13 $\frac{1}{2}$	Straight through Alford to rly. level crossing, and long steep climb, then level, to Ulceby Cross. Indifferent surface.
I	↑ ULCEBY CROSS	3	16 $\frac{1}{2}$	

LOUTH TO ULCEBY CROSS. Reverse.—At 1 m. descend steep hill, and straight on through Alford to fork in road, when turn *l.* at 5 $\frac{3}{4}$ m.; bear *l.* at fork up short rise, then *r.* at Woodthorpe, and forward to d.p. at 9 $\frac{1}{2}$ m. “to Anthorpe.” Here turn *r.* through S. Reston, and *l.* on leaving, then keep forward until nearing Legbourne, when turn *l.* into village. Bear *r.* at P.O., and *r.* again at Kenwick Lodge Gates. Entering Louth keep on down New Market, and at foot of short steep descent just past Cattle Market, turn *r.* down Upgate to Louth Church.

ROUTE 10. SALTFLEET TO ALFORD.

Miles from Alford.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
13 $\frac{1}{2}$	SALTFLEET	...	...	Proceeding S. past New Inn, and crossing br. over haven, turn <i>r.</i> , and shortly after <i>l.</i> to Saltfleetby St. Clement's. Keep straight on over cross-roads till obliged to turn <i>r.</i> , then take first turn <i>l.</i> over Theddlethorpe br. to East Theddlethorpe. Leave church on <i>l.</i> and bear <i>r.</i> to level rly. crossing, and on to d.p., where turn <i>l.</i> , and forward to cross-roads, 1 $\frac{1}{4}$ m. from Mablethorpe. Here turn <i>r.</i> (<i>l.</i> to Mablethorpe 1 $\frac{1}{2}$ m.) and straight on to Maltby. At road end turn <i>r.</i> , and directly afterwards <i>l.</i> , past Crown Inn and smithy to Beesby, and on to cross-roads in $\frac{3}{4}$ m. Level road, with fair surface, loose in dry weather.
12 $\frac{1}{4}$	Saltfleetby St. Clements	1 $\frac{1}{4}$		
9 $\frac{1}{4}$	East Theddlethorpe ...	3		
6 $\frac{1}{4}$	Cross Roads	3		
	(Mablethorpe 8 $\frac{1}{2}$ m.)			
4	Maltby-le-Marsh	2 $\frac{1}{4}$		
3	Beesby	1		
2 $\frac{1}{4}$	Function with Louth Road	$\frac{3}{4}$	11 $\frac{1}{4}$	
	ALFORD	2 $\frac{1}{4}$	13 $\frac{1}{2}$	
				Turn <i>l.</i> and follow Route 9 to Alford.

SALTFLEET TO ALFORD. Reverse.—Route 9 (reverse) to 2 $\frac{1}{4}$ m., taking second turn *r.* after passing Saleby (on *r.*) to Beesby. At d.p. by pinfold bear *l.* to Maltby. At d.p. bear *r.* and almost immediately *l.* (d.p.), through eastern end of village. At cross-roads 2 $\frac{1}{4}$ m. further (just before Mablethorpe Hall on *l.*) turn *l.* to E. Theddlethorpe, where bear *r.* at d.p., and take next turn *l.* (d.p.), cross Theddlethorpe Br., and take next turn *r.* (d.p.), then next *l.*, then direct forward into Saltfleet.

ROUTE 11. WITHERN TO MABLETHORPE.

Miles from Mablethorpe	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
7	WITHERN (Castle Hill.)	...	...	Proceeding eastward through Withern, turn sharp <i>r.</i> at Wesleyan Chapel, and in 1 m. turn <i>l.</i> to Strubby. Here turn <i>r.</i> (d.p.) to Maltby, where at d.p. turn <i>l.</i> through N.E. portion of village, then a direct run to Mablethorpe, crossing rly. on level at sta. Level road and good surface.
4 $\frac{3}{4}$	Strubby	2 $\frac{1}{4}$		
3 $\frac{1}{2}$	Maltby-le-Marsh	1 $\frac{1}{4}$		
	MABLETHORPE	3 $\frac{1}{2}$	7	
	(Railway Station.)			

WITHERN TO MABLETHORPE. *Reverse.* —Proceeding westward, bear *r.* at first fork, then straight on to Maltby, where turn *r.* at road end (d.p.) In Strubby bear *l.*, and shortly after leaving turn *r.* at road end. 1 m. further, turn *l.* at Wesleyan Chapel into Withern.

ROUTE 12. SLEAFORD TO SPILSBY.

Miles from Spilsby.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
28	SLEAFORD	...	...	Leaving Market Pl. by Ruskington Rd., level but rather "bumpy" road to Moor Farm. Turn <i>r.</i> (d.p. "to Billingham") and good level run for 4 $\frac{1}{2}$ m., when turn sharp <i>l.</i> at road end into North Kyme.
25 $\frac{1}{4}$	Moor Farm	2 $\frac{3}{4}$		
23 $\frac{1}{4}$	Anwick	2		
	(Church.)			
20 $\frac{1}{4}$	North Kyme	3	7 $\frac{3}{4}$	
	(Church.)			Just after leaving village, bear <i>r.</i> at fork (d.p.), then straight on with level road to Tattershall. Good surface.
18 $\frac{1}{2}$	Billingham	1 $\frac{3}{4}$		
16	Tattershall Bridge	2 $\frac{1}{2}$		Straight through village, and at end turn <i>r.</i> over canal and forward through Coningsby to White Swan Inn, where turn <i>r.</i> again. Leaving Mareham-le-Fen, turn <i>r.</i> , road then bears <i>l.</i> , and on to Revesby. Level, but indifferent surface.
15	Level Crossing	1		
14	Tattershall	1	14	
13 $\frac{1}{4}$	Coningsby	$\frac{3}{4}$		
12	White Swan Inn	1 $\frac{1}{4}$		
9	Mareham-le-Fen	3		Straight on past Red Lion Inn, good road until entering E. Kirkby parish, when it becomes very bad. Follow telephone wires out of East Kirkby and keep straight on at cross-roads at Hagnaby. Bear <i>r.</i> at fork at West Keal, and on reaching East Keal turn <i>l.</i> past Hall, then bear <i>r.</i> and in 1 $\frac{1}{4}$ m. bear <i>l.</i> into Spilsby. Hilly run from West Keal, with good surface.
8	Revesby	1	20	
5 $\frac{3}{4}$	E. Kirkby	2 $\frac{1}{4}$		
5	Hagnaby	$\frac{3}{4}$		
2 $\frac{3}{4}$	East Keal	2 $\frac{1}{4}$		
	SPILSBY	2 $\frac{3}{4}$	28	

SLEAFORD TO PILSBY. *Reverse.*—Leaving by Boston Rd. bear *r.* at $1\frac{1}{2}$ m.; bear *l.* into East Keal, and turn *r.* in village $1\frac{1}{4}$ m. further; keep *r.* at fork half-way down long hill, and after passing Hagnaby keep *l.* At E. Kirkby take right-hand forward road, then straight on to Mareham-le-Fen, and right through the village. At White Swan Inn turn sharp *l.*, and keep forward road until $\frac{1}{2}$ m. after leaving North Kyme, when turn *r.*, and at road end at Moor Farm turn *l.*, and direct into Sleaford Market Pl.

ROUTE 13. SLEAFORD TO LINCOLN.

Miles from Lincoln.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
17 $\frac{1}{4}$	SLEAFORD	...	...	Proceeding by North Road, short rise just out of Sleaford, then easy level run past Holdingham (where keep <i>r.</i>) to Leasingham; good surface.
16	Holdingham.....	1 $\frac{1}{4}$		
15 $\frac{1}{4}$	Leasingham	$\frac{3}{4}$	2	
	(Church.)			Keep straight forward through village, leaving church on <i>r.</i> , then an easily undulating run, direct forward over the heath, with moderate, rather rough surface, generally heavy in wet weather, to Cross Cliff Hill; a steep, dangerous descent into Lincoln. On joining tramlines keep straight forward up High St. to Stonebrow.
13 $\frac{3}{4}$	Cross Cliff Hill	13 $\frac{1}{2}$		
	Lincoln	1 $\frac{3}{4}$	17 $\frac{1}{4}$	
	(Stonebrow.)			

SLEAFORD TO LINCOLN. *Reverse.*—Proceed southward to d.p., a little past church in Bracebridge, when bear *l.* over rly. br. Then a direct and unmistakable road to Sleaford, where keep straight on down North Rd. into Market Pl.

ROUTE 14. LINCOLN TO LOUTH.

Miles from Louth.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
26 $\frac{1}{2}$	Lincoln	...	...	Just N. of Stonebrow turn <i>r.</i> up Silver St. and ascend Lindum Rd., bearing <i>l.</i> towards top of Hill, and then <i>r.</i> past Adam and Eve Inn (Cathedral on through Pottergate Arch); cross Greetwell Rd. and 200 yds. further turn <i>r.</i> , then forward to Langworth Sta. Rough stoney surface. Straight forward over still level road to Clay Br., where turn <i>r.</i> over br., then a direct and fairly level and good road to Wragby.
	↑			
	↑			
25	1st Milestone	1 $\frac{1}{2}$		Go straight through Market Pl. and then keep <i>l.</i> over good straight road to E. Barkwith, when turn sharp <i>l.</i> at cross-roads. After short descent a winding road with steady rise up to 16th m.s.
21	Langworth Station	4		
20 $\frac{1}{4}$	Langworth	$\frac{3}{4}$		
18 $\frac{1}{4}$	Clay Bridge	2		
15 $\frac{1}{4}$	Wragby	3	11 $\frac{1}{4}$	
13	West Barkwith.....	2 $\frac{1}{4}$		
12	East Barkwith.....	1		

Route 14. LINCOLN TO LOUTH—*continued.*

Miles from Louth.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
10	Hainton.....	2	19½	20 yds. before which bear sharp <i>l.</i> and then sharp <i>r.</i> at Heneage Arms, Hainton.
7	Burgh-on-Bain.....	3		Long steady rise to Burgh-on-Bain, past the church road dips down suddenly into a valley, and at once rises again very steeply and with very rough surface. Thence a sharply undulating but direct road rising up the Wolds; after 21st m.s. begins a long descent with good road into Louth. Enter town by descent past Thorpe Hall and along Westgate to St. James's Church.
	↑ ↑ ↑			
	LOUTH..... (St. James's Church.)	7	26½	

LINCOLN TO LOUTH. Reverse.—Leaving, turn by Westgate, at fork at 1¼ m. keep *l.*, dangerous drop, then rise to Burgh-on-Bain, at Heneage Arms turn *l.*, and directly after *r.* and *r.* again in E. Barkwith. Bear *r.* through Wragby, turn *l.* at Clay Br., then direct run to Lincoln, on entering which turn sharp *l.* at once, down Wragby Rd., then *l.* down Lindum Rd. (requiring care) and *r.* down Silver St. to Stonebrow.

ROUTE 15. HORNCastle TO CAISTOR.

Miles from Caistor.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
26½	HORNCastle..... (Market Place.)	...	...	Leaving N.W. corner of Market Pl. by Bridge St., turn <i>l.</i> after crossing R. Bain, along West St., and at Reindeer Ho. bear <i>r.</i> up stiff ascent (generally rough), then forward over an undulating road to Baumber. Poor, stony surface.
24½	Edlington Lodge.....	2	4	Keeping straight on through village, fair surface at first, but afterwards deteriorating, while the undulations become more pronounced. At 4 m. turn sharp <i>l.</i> , and then <i>r.</i> , and in ½ m. turn <i>l.</i> and bear <i>r.</i> , through Langton-by-Wragby. Thence easy run with better surface into Wragby.
22½	Baumber	2		
17½	Langton-by-Wragby ...	5	10	Leave Market Pl. by Rasen road, then easy run, loose at first, but afterwards improving, to Holton Beckering.
16½	Wragby..... (Market Place.)	1		Keep straight forward, then bear <i>r.</i> round church, and next <i>l.</i> , and in ½ m. bear <i>l.</i> at fork (d.p.), and forward, turning <i>r.</i> into Lissington. Poor surface.
14½	Holton Beckering	2½	12½	Turning <i>l.</i> on leaving village, turn <i>r.</i> in ½ m., and at next cross-roads, opposite a farm house, turn
12¾	Lissington..... (Church.)	1½	13¾	

Route 15. **HORNCASTLE TO CAISTOR**—continued.

Miles from Caistor.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
10½	Lynwoode.....	2½		↓ Easily undulating run to Lynwoode, where bear <i>r.</i> , and at end of village turn sharp <i>l.</i> , and excellent surface and easy to Market Rasen. Proceed along Lynwoode Rd. and Oxford St., and at end turn <i>l.</i> along Queen St. to Market Pl.
8½	Market Rasen (Market Place.)	2	18	Proceeding along George St. and down slight incline, bear <i>l.</i> by churchyard wall and over br. (R. Rase). Excellent surface, with easy road for 2 m., after which it deteriorates considerably, to Usselby.
5½	Usselby (Church.)	3 ¾	21	Bad surface for ¾ m., then steep descent to a shallow ford with footbridge at side, followed by similar ascent, at top of which road improves slightly to Owersby Moor. Bear <i>r.</i> at fork (d.p.) down sharp descent, and keep straight on, gradually descending, with varying surface, to level rly. crossing at Holton Sta. Long, easy descent, with good surface to Nettleton, then steady rise to Caistor Schools, where turn <i>l.</i> down sharp, short hill, then <i>r.</i> up stiff climb to Market Pl.
4¼	↑			
4	Owersby Moor.....	¾		
	↓			
3	Holton Railway Sta. ...	1		
1	Nettleton	2		
	↑			
	CAISTOR (Market Place.)	1	26½	

HORNCASTLE TO CAISTOR. Reverse.—Sharp descent from Market Pl., then bear *l.* to Schools, then *r.* down short hill. At foot bear *l.*, and keep straight on through Nettleton, and forward to Market Rasen. Crossing br. bear round by churchyard wall, and turn *r.* along George St. to Market Pl. Leave same by Queen St., turn *r.* along Oxford St. into Lynwoode Rd. Turn sharp *r.* into Lynwoode, then bear *l.*, and at farmhouse, at cross-roads, turn *r.* (d.p.), and in ½ m. turn sharp *l.*, and in similar distance *r.* into Lissington. Proceeding through village turn *l.* opposite White Hart Hotel, and in 1½ m. turn *r.*, the road shortly after bearing *r.* and *l.* into Holton. Thence forward to Wragby, entering by Victoria St. and Rasen Rd. to Market Pl. Leaving Market Pl. at eastern end, bear *r.* past church, over G.N.R. line. In Langton bear *l.*, and then turn sharp *r.*, and in ½ m. sharp *l.* and *r.*. Thence direct and forward road, bearing *r.* through Baumber to Horncastle, entering which bear *l.* at Reindeer Hotel, along West St., then *r.* over br., along Bridge St. into Market Pl.

ROUTE 16. GRANTHAM TO HULL.

Miles from N. Holland.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
65½	Grantham (Angel Hotel.)	...	...	Proceeding down Watergate, bear <i>r.</i> along Chapel St. (narrow) and Brook St., and at end bear <i>l.</i> ,

Route 16. GRANTHAM TO HULL—*continued.*

Miles from N. Holland.	Places on the Road.	Mileage.		General description of the Road.
		Inter- mediate.	Total.	
64 $\frac{1}{2}$	Manthorpe	1 $\frac{1}{4}$		and forward out of town. Good, level run to Belton.
63 $\frac{1}{4}$	Belton	1 $\frac{1}{4}$	2 $\frac{1}{2}$	Similar road to Syston, where, on reaching church, turn sharp <i>L.</i> , and immediately after <i>r.</i> (passing church on <i>r.</i>) In $\frac{1}{4}$ m. bear <i>r.</i> , into Barkston, and <i>L.</i> at church, and forward to Honnington Sta. Good, level road.
62 $\frac{1}{4}$	Syston	1		
61 $\frac{3}{4}$	Barkston	$\frac{1}{2}$		
60 $\frac{1}{4}$	Honington Rly. Sta.	1 $\frac{1}{2}$	5 $\frac{1}{2}$	Passing over rly. by level crossing, easy run, with rise into Carlton Scroop. Turn <i>r.</i> just before reaching church, and, after crossing rly., keep <i>L.</i> at fork, and turn <i>L.</i> at cross-roads just after (d.p.), then an easy run through Normanton. $\frac{1}{2}$ m. after crossing rly. br., keep <i>r.</i> (d.p.), steadily rising and skirting Caythorpe, turning <i>r.</i> at church (d.p.) and 300 yds. further turning <i>L.</i> (d.p.) at fork. After a level run, steep fall and rise to Fulbeck, whence, keeping straight on, level road, ending in short descent into Leadenham. Good surface.
59 $\frac{1}{4}$	Carlton Scroop	1		
58	Normanton	1 $\frac{1}{4}$		
56 $\frac{1}{4}$	Caythorpe..... (Church.)	1 $\frac{3}{4}$		
	↑ ↓			
55	⌘ Fulbeck	1 $\frac{1}{4}$		
53 $\frac{3}{4}$	Leadenham	1 $\frac{1}{4}$	12	Continuing straight forward through village, level, direct road, until loose, steep ascent to Wellingore Church; halfway up hill turn <i>r.</i> and in 200 yds. <i>L.</i> , then <i>r.</i> and <i>L.</i> through village. Level, but bad surface to Navenby, then good direct road, almost level, ending in steep descent to Bracebridge.
52 $\frac{1}{4}$	Welbourn	1 $\frac{1}{2}$		
	↑			
50 $\frac{1}{4}$	⌘ Wellingore	2		
49	Navenby	1 $\frac{1}{4}$		
48	Boothby-Graffoe	1		
47	Coleby	1		
46	Harmston	1		
44 $\frac{3}{4}$	Waddington	1 $\frac{1}{4}$		
	↑ ↓			
41 $\frac{1}{4}$	Bracebridge	3 $\frac{1}{2}$	24 $\frac{1}{2}$	Bear <i>r.</i> and follow tramlines forward to Stonebrow, Lincoln. Poor surface, although better in the centre of the road.
40 $\frac{1}{4}$	Lincoln	1	25 $\frac{1}{2}$	Proceed straight forward up steep, unrideable hill, through Newport Arch, to Riseholme Road; streets badly paved. Thence a perfectly straight road, by the old Roman way of "Ermine Street," running nearly due north through Spital to the 16th m.s. (from Lincoln). Lonely and gently undulating road, with bad limestone surface, worst in wet weather. When some way past above-mentioned m.s. turn <i>r.</i> and forward to Redbourne; still bad surface.
	↑ (Stonebrow.)			
	⌘			
28 $\frac{1}{2}$	Spital-in-the-Street..... (Church.)	11 $\frac{3}{4}$		
21 $\frac{1}{2}$	Redbourne	7	44 $\frac{1}{4}$	Keep <i>L.</i> through village, and forward over improving granite surface, almost level to Hibaldstow, leaving which, bear <i>r.</i> at fork, and forward over fair road, until within 1 m. of Brigg, when it improves. Keep straight on, and
20 $\frac{1}{4}$	Hibaldstow	1 $\frac{1}{4}$		
18 $\frac{1}{2}$	Level Crossing.....	1 $\frac{3}{4}$		

Route 16. **GRANTHAM TO HULL**—*continued.*

<i>Miles from N. Holland.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
				over cobbles into Market Pl. Practically level run from Hibaldstow.
16 $\frac{1}{4}$	Brigg (Market Place.)	2 $\frac{1}{4}$	49 $\frac{1}{2}$	Leaving Market Pl. by Wrawby St., at end turn <i>l.</i> at d.p. ("to Barton"), and 1 m. further bear <i>r.</i> (<i>l.</i> to Barton) into Wrawby. Continue forward through village, short, steep ascent, then undulating run, ending in short, steep, and generally rough descent into Melton Ross. Poor surface.
14 $\frac{1}{2}$	Wrawby (Church.)	1 $\frac{3}{4}$		
	↑			
	↓			
11	Melton Ross (Church.)	3 $\frac{1}{2}$	54 $\frac{3}{4}$	Passing church, road winds <i>l.</i> and <i>r.</i> and in $\frac{1}{2}$ m. bear <i>l.</i> at fork (<i>r.</i> to Grimsby) to Croxton. Turn <i>l.</i> , then <i>r.</i> and immediately <i>l.</i> , and nearly level run, skirting Wootton, to cross-roads 1 m. beyond, where turn sharp <i>r.</i> into Thornton. Bad surface.
9	Croxton	2		
6 $\frac{1}{2}$	Wootton	2 $\frac{1}{2}$		
4 $\frac{3}{4}$	Thornton Curtis	1 $\frac{3}{4}$	61	On reaching church turn <i>l.</i> , and keep straight on to Barrow, entering which at cross-roads, turn <i>r.</i> Thence straight forward, following telegraph wires to level crossing at New Holland Rly. Sta., then forward to pier, whence ferry to Hull. (Fare, passengers 4d., cycles 3d.) Good level road.
2 $\frac{3}{4}$	Barrow-upon- Humber	2 $\frac{1}{4}$		
	New Holland (Railway Station.)	2 $\frac{1}{2}$	65 $\frac{3}{4}$	
	HULL	...	...	

GRANTHAM TO HULL. *Reverse.*—From New Holland keep straight forward with telegraph wires to second cross roads at Barrow, where turn *l.* At Thornton Curtis turn *r.* opposite church, and *l.* at cross-roads $\frac{3}{4}$ m. further, and straight on to Croxton, entering which turn *r.*, then immediately *l.*, and next turn to *r.* Thence direct forward into Brigg, bear *r.* past Union Workhouse along Wrawby St. into Market Pl. Cross old R. Ancholme, and forward to corner of Scawby Park (1 $\frac{1}{4}$ m. from Brigg), when turn *l.*; keep *r.* entering Hibaldstow, then straight through village. Just after leaving Redbourne, take centre road at triple fork, and 1 m. further bear *l.* on joining old Roman Rd., which follow in almost a straight line to Lincoln. Keep straight on through city with very steep unrideable descent after passing between Cathedral and Castle, and on up High St. Follow tram lines for 1 m. and bear *l.* at fork over rly., and in 1 $\frac{1}{4}$ m. bear *r.* at fork (*l.* to Sleaford). Entering Wellington turn sharp *r.*, then *l.* past church, and directly after *r.*, and bear *l.* at fork half-way down steep hill, and straight forward to Fulbeck. Approaching Caythorpe turn *r.* (d.p.) and *l.* just before reaching church. After bending *l.* and *r.* keep *l.* at junction of roads (d.p.) and straight on at next fork. At cross-roads, before reaching Normanton, turn *r.* and *l.* after passing church, and straight forward to Barkston, leaving which keep *l.* At Syston church bear *r.*, and immediately turn sharp *l.*, and entering Grantham bear *r.* along Brook St. and Chapel St., and *l.* along Watergate to Angel Hotel.

ROUTE 17. LINCOLN TO MARKET RASEN.

Miles from Mkt. Rase.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
16 $\frac{3}{4}$	Lincoln	...	...	Route 14 to 1 m. past Langworth Rly. Sta. (level crossing), when turn <i>l.</i> to Stainton, and straight forward to Snelland. Here turn <i>r.</i> over rly. (by level crossing) and in $\frac{1}{4}$ m. turn <i>l.</i> and keep on, bearing <i>r.</i> to Wickenby, then straight on to and through Lissington. Level road, with good surface.
11 $\frac{1}{4}$	Langworth Rly. Sta.	5 $\frac{1}{2}$		
9 $\frac{1}{4}$	Stainton.....	1 $\frac{3}{4}$		
7 $\frac{1}{4}$	Snelland	2		
5 $\frac{3}{4}$	Wickenby	1 $\frac{3}{4}$		
4 $\frac{1}{4}$	Lissington.....	1 $\frac{1}{2}$	12 $\frac{1}{2}$	A little past village turn <i>r.</i> , and soon after bear <i>l.</i> , and Route 15 to Market Rase.
	MARKET RASEN	4 $\frac{1}{4}$	16 $\frac{3}{4}$	

LINCOLN TO MARKET RASEN. *Reverse.*—Route 15 (reverse) to Lissington, where, after passing church, keep *r.* at fork (*l.* to Wragby) and straight forward to Snelland. Turn *r.* after passing church, and *l.* immediately after crossing rly. (level crossing), then direct forward to junction with Wragby-Lincoln Rd., when turn *r.* to Langworth, and follow Route 14 (reverse) to Lincoln.

ROUTE 18. BRIGG TO GRIMSBY.

Miles from Grimsby.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
21 $\frac{1}{2}$	BRIGG	...	...	Proceeding along Wrawby St., turn <i>r.</i> at end (d.p.) past rly. sta., thence a direct, easily undulating road past Bigby (on <i>l.</i>) Thence steep ascent, afterwards easier, and long steady descent to Clixby, followed by fairly level run, with rise into Caistor. Good surface.
17 $\frac{1}{4}$	Bigby.....	4 $\frac{1}{4}$		
16 $\frac{3}{4}$	↑ Somerby	$\frac{1}{2}$		
15	Grasby	1 $\frac{3}{4}$		
14	Clixby	1		
12	↑ Caistor	2	9 $\frac{1}{2}$	Turn <i>l.</i> into town, up very steep hill, and <i>l.</i> again at George Inn, still ascending, and sharp descent to Cabourn. Turn <i>r.</i> at church, sharp rise, level, and then long steady descent past Swallow, followed by rise to Irby. Generally good surface. Entering village, turn <i>l.</i> , and bear <i>r.</i> past church, and steady descent to Laceby. Keep <i>r.</i> and cross brook, then <i>l.</i> at fork, and good level run to Grimsby. Bear <i>l.</i> round Nun's Farm, along Bargate and Deansgate to Bull Ring.
10 $\frac{1}{2}$	Cabourn	1 $\frac{1}{2}$		
8	Swallow.....	2 $\frac{1}{2}$		
6 $\frac{1}{4}$	Irby-upon-Humber.....	1 $\frac{3}{4}$	15 $\frac{1}{4}$	
4 $\frac{1}{4}$	Laceby	2		
	Great Grimsby (Bull Ring.)	4 $\frac{1}{4}$	21 $\frac{1}{2}$	

BRIGG TO GRIMSBY. *Reverse.*—Proceeding along Deansgate and Bargate, bear *r.* round Nun's Farm, then forward to Laceby. Keep *l.* in village, then direct to Irby,

leaving which turn *r.* At Cabourn Ch. turn *l.*, and bear *r.* at George Inn at Caistor, and *r.* again at foot, of hill in village. Thence direct forward road to Brigg, entering which bear *l.* along Wrawby St. to Market Pl.

ALTERNATIVE ROUTE (VIA RIBY).

Miles from Grimsby.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
22 $\frac{1}{2}$	BRIGG	...	...	Following above route past Caistor, turn <i>l.</i> at cross-roads, round inn about $\frac{1}{4}$ m. past town, and take next turn <i>r.</i> (in nearly 1 m.) Thence long downhill run, ending in sharp drop into Riby. A little further, at Riby cross-roads, turn <i>r.</i> , and level run to crossing above route, $\frac{1}{2}$ m. before Laceby, when turn <i>l.</i> , and as above to Grimsby. Good surface.
13 $\frac{1}{4}$	Caistor	9 $\frac{1}{2}$		
	↓			
7 $\frac{1}{4}$	Riby	6		
6 $\frac{3}{4}$	Riby Cross-roads	$\frac{1}{2}$		
4 $\frac{1}{4}$	Junction with main road	2		
	Grimsby	4 $\frac{3}{4}$	22 $\frac{3}{4}$	

ALTERNATIVE ROUTE (VIA RIBY). Reverse.—Above route to cross-roads $\frac{1}{2}$ m. beyond Laceby, when turn *r.*, and 2 m. further turn *l.*, and long steady rise to 11 $\frac{3}{4}$ m. At road end turn *l.*, and join main road in 1 m., when turning *r.* round inn, proceed as above.

NOTE.—This alternative route is a favourite run with local riders.

ROUTE 19. GRIMSBY TO BARTON.

Miles from Barton.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
22 $\frac{1}{2}$	Grimsby	...	...	Route 18 (reverse) to cross-roads $\frac{3}{4}$ m. past Laceby, where turn <i>r.</i> and gently undulating run, turning <i>r.</i> at 9 $\frac{1}{4}$ m. (near Keelby, which lies off to <i>r.</i>), and in 100 yds. <i>l.</i> , to Brocklesby. Good surface.
17 $\frac{1}{2}$	Cross-roads	5		
15 $\frac{1}{4}$	Riby Cross-roads	2 $\frac{1}{4}$		Keep straight forward past Brocklesby Sta. (level crossing), over easy road, to Ulceby. Turn <i>l.</i> into village, and after passing through same, turn <i>r.</i> and forward to Wootton. At fork on entering village, turn <i>r.</i> , and straight, level run through Thornton to Barrow. Entering town keep straight on at cross-roads (<i>r.</i> to New Holland and Hull), and bear <i>r.</i> into S. end of Market Pl., and then turn <i>l.</i> up Smith's Hill, at top of which turn <i>r.</i> , and $\frac{1}{4}$ m. further <i>l.</i> Then straight forward, with a sharp descent into Barton. Good surface.
	(Keelby 9 $\frac{1}{4}$ m.)			
11 $\frac{3}{8}$	Brocklesby	3 $\frac{1}{2}$	10 $\frac{3}{4}$	
9 $\frac{3}{4}$	Brocklesby Rly. Sta....	2		
8 $\frac{1}{2}$	Ulceby	1 $\frac{1}{4}$		
6 $\frac{1}{2}$	Wootton	2		
5 $\frac{1}{4}$	Thornton Curtis	1 $\frac{1}{4}$		
3 $\frac{1}{4}$	Barrow-upon-Humber	2		
	(Market Place.)			
	BARTON-ON-HUMBER ...	3 $\frac{1}{4}$	22 $\frac{1}{2}$	
	(Railway Station.)			

GRIMSBY TO BARTON. *Reverse.*—Taking road south from rly. sta. turn *L.* at end and straight forward uphill out of Barton until road-end on approaching Barrow. Here turn *r.*, and in $\frac{1}{4}$ m. *L.* into town. On reaching main st. turn *r.*, and bend *L.* and straight on through Thornton to east end of Wootton village. On reaching corner turn *L.*, and bear *r.* and then *L.* into Ulceby, keeping *r.* after passing inn, and direct forward until $1\frac{1}{2}$ m. past Brocklesby, when turn sharp *r.* and *L.* On meeting Caistor Rd. turn *L.* into Laceby, and follow Route 18 to Grimsby.

ROUTE 20. GAINSBOROUGH TO BARTON.

Miles from Barton.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
29 $\frac{1}{4}$	Gainsborough (Market Place.)	...	...	Proceed down Church St. (setts), and a few yds. past church, road becomes fairly good. At $1\frac{1}{4}$ m. keep straight on over cross-roads (<i>L.</i> Morton, <i>r.</i> Thornock Hall, with Danish Camp in grounds), under rly. br., and 2 m. further reach short steep ascent. At top, turn <i>L.</i> (forward to Pilham), and in $\frac{1}{2}$ m. enter Blyton. Descent through village; keep <i>r.</i> at end, and <i>L.</i> in 200 yds. Easy rise, then level run for $1\frac{1}{4}$ m.; at end of road turn <i>L.</i> , and similar road to level crossing at Northorpe Rly. Sta. Good surface, but undulating.
24 $\frac{3}{4}$	Blyton (Church.)	4 $\frac{1}{2}$		
21	Northorpe Rly. Sta. ...	3 $\frac{3}{4}$	8 $\frac{1}{4}$	2 m. further, keep straight through Grayingham village, leaving church on <i>r.</i> , and at top of short, sharp ascent turn <i>L.</i> , and undulating run in to Kirton. Turn <i>r.</i> , then steady descent, crossing old Roman road to Redbourne, whence follow Route 16 to Brigg. Good surface.
18 $\frac{1}{4}$	Kirton-in-Lindsey	2 $\frac{3}{4}$		
15 $\frac{1}{2}$	Redbourne	2 $\frac{3}{4}$		
10 $\frac{1}{4}$	Brigg (Market Place.)	5 $\frac{1}{4}$	19	Keeping <i>L.</i> , proceed down Wrawby St., and at end bear <i>L.</i> (d.p.), and at $1\frac{1}{4}$ m. <i>L.</i> again. Short rise and fall to level rly. crossing at Elsham Sta., thence gentle rise, skirting Elsham, and ending in steep ascent. Keep straight forward over undulating road, ending in good descent into Barton. Rough, sandy surface, often very loose.
7 $\frac{3}{4}$	Elsham Railway Sta....	2 $\frac{1}{2}$		
6 $\frac{1}{4}$	Elsham	1 $\frac{1}{2}$		
5 $\frac{1}{2}$	↑ BARTON-UPON-HUMBER	6 $\frac{1}{4}$	29 $\frac{1}{4}$	

GAINSBOROUGH TO BARTON. *Reverse.*—Leaving by Brigg Rd., keep *L.* at $2\frac{1}{4}$ m., then straight on and *L.* again at $4\frac{1}{2}$ m., thence forward into Brigg, bearing *r.* along Wrawby St., on entering town. From Market Pl. follow Route 16 (reverse) to Redbourne, leaving which bear *r.* at triple fork; entering Kirton turn *L.*, then *r.* and *r.* again at fork past church. At road end turn *r.*, and $2\frac{1}{2}$ m. past Northorpe Sta. *r.* again. After passing through Blyton turn *L.*; after crossing rly. turn *r.*, and in less than $\frac{1}{2}$ m. *L.*, and straight forward to Gainsborough, entering Market Pl. by Church St.

NOTE.—There is now no ferry at Barton. Tourists wishing to get to Hull must take Route 19 (reverse) to Barrow, thence Route 16 to New Holland.

ROUTE 21. GAINSBOROUGH TO CROWLE.

	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
21	Gainsborough (Market Place.)	...	...	Proceed down Church St., and a few yds. past church road becomes fairly good. At $1\frac{1}{4}$ m. turn $\angle$ at cross-roads to Morton, where, after passing church, turn r . On reaching R. Trent at Walkerith turn r . along by river to East Stockwith. Here cross river by ferry (toll, passenger and cycle, 3d.; ferry runs 6 a.m. to 10 p.m. week-days, 8 a.m. to 10 p.m. Sundays), and turning r , the road runs along the $\angle$ bank of the river until near Althorpe. Turn $\angle$ on reaching drain, and follow same for 3 m., when cross by br. to Crowle Rly. Sta. Here bear $\angle$, and forward into Crowle. An almost dead level road throughout, with good surface.
19 $\frac{1}{4}$	Morton	$1\frac{3}{4}$		
17 $\frac{1}{2}$	Walkerith	$1\frac{3}{4}$		
16 $\frac{1}{4}$	East Stockwith	$1\frac{1}{4}$		
14 $\frac{1}{4}$	Gunthorpe.....	2		
12	Owston	$2\frac{1}{4}$		
7 $\frac{1}{2}$	West Butterwick.....	$4\frac{1}{2}$		
7 $\frac{1}{4}$	East Butterwick	$\frac{1}{4}$		
5 $\frac{1}{2}$	Folly Drain	$1\frac{3}{4}$		
1 $\frac{1}{2}$	Crowle Railway Sta. ...	4		
	CROWLE	$1\frac{1}{2}$	21	

GAINSBOROUGH TO CROWLE. *Reverse.*—Leave Crowle by road to S. to rly. sta., 1 m. beyond which, immediately after crossing Drain, turn $\angle$ along by same. On meeting R. Trent follow same to Stockwith, where cross river by ferry (passenger and bicycle or tricycle 3d., 6 to 10 weekdays, 8 to 10 Sundays), and following banks to Walkerith turn sharp $\angle$ opposite ferry, to Morton. At cross-roads in village turn $\angle$, and at next cross-roads r , then straight on to Gainsborough Market Pl.

ALTERNATIVE ROUTE BY EPWORTH.—A prettier route is to turn $\angle$ opposite Owston Ferry ($8\frac{1}{2}$ m.), take second road to r , and keep r . at fork on leaving village. Turn $\angle$ at $11\frac{1}{2}$ m., go straight on into Epworth ($12\frac{1}{2}$ m.) to cross-roads, when turn r . and direct forward through Belton ($14\frac{1}{2}$ m.) to junction with above route at br. crossing Drain. Total distance, 19 m. Although shorter, this road is not all level, as is that by the Trent, although all the hills are rideable. Good surface.

In reverse, keep straight on, instead of turning $\angle$ after crossing br. over Drain at $2\frac{1}{2}$ m. At cross-roads in Epworth turn $\angle$, and $\frac{3}{4}$ m. on turn r .; then straight forward through Owston to R. Trent, where Butterwick Road is met.

ROUTE 22. GAINSBOROUGH TO WHITTON.

	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
26 $\frac{1}{4}$	Gainsborough	...	...	Route 20 to road end $1\frac{1}{4}$ m. past Blyton, where turn $\angle$; in a little more than $\frac{1}{2}$ m. turn $\angle$ by a farmhouse, and straight on to Scotton. Turn $\angle$ opposite church, and forward to Scotter, where turn r . round church, cross R. Ean, turn imme-
21 $\frac{3}{4}$	Blyton	$4\frac{1}{2}$		
17 $\frac{3}{4}$	Scotton	4		

Route 22. GAINSBOROUGH TO WHITTON—*continued.*

<i>Miles from Whitton.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
16 $\frac{1}{2}$	Scotter	1 $\frac{1}{4}$		diately <i>l.</i> then <i>r.</i> , keep straight forward at triple fork, and at next (in $\frac{1}{4}$ m.) bear <i>l.</i> Then straight forward nearly to Ashby Vicarage, where turn <i>r.</i> and <i>l.</i> and forward to Frodingham. In $\frac{1}{4}$ m. turn sharp <i>r.</i> , and entering Scunthorpe turn round <i>l.</i> to Crosby. Keep to <i>r.</i> and forward to Normanby (where turn <i>l.</i> to Burton, 1 m.). An undulating road, sometimes rather sharply, but always easily rideable, with good surface.
14 $\frac{1}{4}$	Messingham	2 $\frac{1}{4}$		
11 $\frac{1}{2}$	Ashby Vicarage.....	2 $\frac{3}{4}$		
10	Frodingham	1 $\frac{1}{2}$		
9 $\frac{1}{4}$	Scunthorpe	$\frac{3}{4}$		
8 $\frac{3}{4}$	Crosby	$\frac{1}{2}$		Forward round park corner, and in 400 yds. turn <i>l.</i> , and straight on through Thealby keeping to <i>r.</i> , and at 1 $\frac{3}{4}$ m. turn <i>l.</i> $\frac{3}{4}$ m. beyond Coleby, after a sharp bend <i>r.</i> , turn <i>l.</i> and straight forward to Whitton. Fair surface, and an easy, almost continuous descent from Normanby to W. Halton, whence, after two short falls, level to Whitton.
5 $\frac{3}{4}$	Normanby	3	20 $\frac{1}{2}$	
	(Burton-upon-Stather 21 $\frac{1}{2}$ m.)			
4 $\frac{1}{2}$	Thealby.....	1 $\frac{1}{4}$		
3 $\frac{1}{4}$	Coleby	1 $\frac{1}{4}$		
2	West Halton.....	1 $\frac{1}{4}$		
	WHITTON	2	26 $\frac{1}{4}$	

GAINSBOROUGH TO WHITTON. Reverse.—Leaving Whitton, keep straight forward to West Halton, and, after passing church, turn sharp *r.* to and through Coleby. At foot of Thealby Lane turn *r.* and *l.* to Normanby, keeping by park wall, and straight on to Scunthorpe, where turn round *r.*, and in less than $\frac{1}{2}$ m. turn *l.*, and forward past Frodingham Ch. At Ashby Vicarage turn *r.* and *l.*; at Scotter turn *l.* after crossing br., and keep *r.* on reaching and through Scotton. $\frac{1}{4}$ m. after leaving turn *l.*, and in 2 m. meet Brigg Road, when turn *r.* and follow Route 20 (reverse) to Gainsborough.

NOTE.—There is no regular ferry over the Humber at Whitton, and travellers desiring to cross will require to make special arrangements with the boatman.

ROUTE 23.

CROWLE TO BARTON-ON-HUMBER.

<i>Miles from Barton.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
24 $\frac{1}{2}$	CROWLE	...	...	Route 22 (reverse) to meeting of Folly Drain and R. Trent, when turn <i>l.</i> over former to Althorpe, cross river by ferry [toll, see note (a)] to Burringham, and turn <i>l.</i> and forward through Gunhouse to Flixborough Stather. Here turn <i>r.</i> , leaving R. Trent, to Flixborough, up to and through which is a rather stiff climb, afterwards
18 $\frac{1}{2}$	Althorpe	6		
18 $\frac{1}{4}$	Burringham	$\frac{1}{4}$		
16 $\frac{3}{4}$	Gunhouse	1 $\frac{1}{2}$		
14 $\frac{1}{2}$	Flixborough Stather ...	2 $\frac{1}{4}$		

Route 23.

CROWLE TO BARTON-ON-HUMBER—continued.

Miles from Barton.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
13½	↑ Flixborough	1		easier to junction with Crosby road. Turn <i>L.</i> , and after skirting Normanby Park, road bends sharp <i>r.</i> and in ¼ m. turn <i>L.</i> and steady descent to Thealby. Good surface.
11½	↑ Normanby	2		
10¼	↑ Thealby	1½	14¼	Continuing straight into village, bear <i>r.</i> at fork, in ½ m. cross Winterton Beck, and steep ascent, at top of which turn <i>L.</i> (b). A little over 1 m. take second turn <i>r.</i> and a similar distance further take second turn <i>L.</i> , steadily falling. ½ m. further turn <i>r.</i> down Sluice Lane to Ferriby Sluice. Then a steep climb through South Ferriby, up Ferriby Hill, and long steady descent into Barton. Fair surface.
9	↑			
4	↑ Ferriby Sluice	6¼		
3	↑ South Ferriby	1		
	BARTON-UPON-HUMBER	3	24½	

Reverse.—Leaving by Ferriby Road, turn *r.* before reaching church in South Ferriby, and 3½ m. further keep *L.* at top of Sluice Lane, then take first turn sharp *r.* at road end, in 1 m. take second turn *L.*, and a little over 1 m. further second turn *r.* and down the hill. Keep straight on through Thealby, keeping *L.* at village, and nearly 1 m. beyond turn *r.*, and in ¼ m. road bends sharp *L.* 1 m. further turn *r.*, and at Flixborough bear *L.* just past church, and so down to Flixborough Stather, where turn *L.*, and ¾ m. further keep *r.* at fork, and forward to Burringham. Cross river by ferry,—toll, &c., see note (a)—and turn *L.*, and after crossing Folly Drain turn *r.* and follow Route 22 to Crowle.

NOTE.—(a) Burringham Ferry. Fares, passenger and bicycle or tricycle, single journey, 4d.; double journey, 6d.; tandems, 6d. single journey, and 9d. double journey. The ferry runs at irregular intervals from 6.0 a.m. to 10.0 p.m. in summer, and 7.0 a.m. to 10.0 p.m. in winter. Arrangements can be made by post; address, "Ferryman, Burringham, Doncaster."

(b) By turning *r.* here, and then *L.*, Winterton is reached in ½ m.

ROUTE 24. GAINSBOROUGH TO LOUTH.

Miles from Louth.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
34½	Gainsborough (White Hart Hotel.)	...	...	Proceed along Market St., and at end turn <i>L.</i> , then keep <i>r.</i> , passing under rly. br., up stiff ascent. Thence 3 m. of good undulating road, and on through Corringham, 1 m. beyond which the surface becomes rough, and continues so to Glenham. Undulating run, sometimes rather smartly.
30¾	Corringham	3¾		
26½	Harpwell Church	4¼		
24½	Caenby Corner	2		
	(Inn.)			

Route 24. **GAINSBOROUGH TO LOUTH**—continued.

Miles from Louth.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
22 $\frac{1}{4}$	Glentham	2 $\frac{1}{4}$	12 $\frac{1}{4}$	Surface still very poor to Bishop Br. (R. Ancholme), but there improves slightly. At 5th m.s. (from Market Rasen) bear <i>r.</i> at fork, and in 1 m. turn <i>l.</i> In $\frac{1}{2}$ m. bear <i>r.</i> , and then <i>l.</i> into West Rasen. Cross river, and just out of village turn sharp <i>l.</i> , and straight on through Middle Rasen to Market Rasen, entering by King St. to Market Pl. Easy road, with good surface.
20 $\frac{1}{2}$	Bishop Bridge	1 $\frac{3}{4}$		
17 $\frac{1}{2}$	West Rasen	3		
15 $\frac{3}{4}$	Middle Rasen	1 $\frac{3}{4}$		
14 $\frac{1}{2}$	Market Rasen (Market Place.)	1 $\frac{1}{4}$	20	Keep straight on along Queen St. and Willingham Rd., with level run to North Willingham. Bear <i>l.</i> at fork in village, then steep ascent, followed by undulating road straight forward to Ludford Magna. Fair surface.
11	North Willingham	3 $\frac{1}{2}$		
10	↑			
9	Ludford Parva	2		
8 $\frac{3}{4}$	Ludford Magna	$\frac{1}{4}$	25 $\frac{3}{4}$	Similar road for 2 $\frac{3}{4}$ m., then sharp fall and rise (usually rough), and another before entering South Elkington. Long descent from village, then short rise and steep descent past Thorpe Hall. Bear <i>r.</i> , and along Westgate to St. James's Church. Indifferent surface.
2 $\frac{1}{2}$	South Elkington	6 $\frac{1}{4}$		
	Louth	2 $\frac{1}{2}$	34 $\frac{1}{2}$	
	(St. James's Church.)			

GAINSBOROUGH TO LOUTH. *Reverse.*—Leaving by Westgate, bear *r.* at fork at 1 $\frac{1}{4}$ m., then direct forward to Market Rasen. Keep straight on along Queen St. and King St., and at 2 $\frac{1}{4}$ m. turn *r.* to West Rasen. Bear *r.* out of village, then *l.*, and in $\frac{1}{2}$ m. *r.* again. At 5th m.s. keep *l.* (d.p.), thence direct forward road to 1 $\frac{1}{2}$ m. from Gainsborough, where keep *l.* Entering Gainsborough, keep straight forward after passing under rly., turn *l.* at end of street, and immediately *r.* along Market St. to White Hart Hotel.

ROUTE 25. **GAINSBOROUGH TO BAWTRY.**

Miles from Bawtry.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
12	Gainsborough (Market Place.)	...	...	Proceed down Silver St. and Bridge St. (both paved and narrow), and at end of paving turn <i>r.</i> over Trent Br. (toll $\frac{1}{2}$ d.) (a). The road bends first <i>r.</i> then <i>l.</i> , then forward over level railway crossing, shortly after which turn <i>r.</i> at cross-roads to Beckingham. Good fairly level run.
9 $\frac{3}{4}$	Level Crossing	2 $\frac{1}{4}$		
8 $\frac{3}{4}$	Beckingham	1	3 $\frac{1}{4}$	
				Turn <i>l.</i> at first cross-roads, then <i>r.</i> , and at road-end <i>l.</i> , and long easy rise to Gringley.

Route 25. GAINSBOROUGH TO BAWTRY—*continued.*

Bawtry.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
6	Gringley-on-the-Hill ... ↓ ↓	2 $\frac{3}{4}$ 1		At end of village street, after passing church turn <i>l.</i> and <i>r.</i> directly afterwards. $\frac{1}{4}$ m. level, followed by similar distance steep fall with sharp turn near foot, then short steep rise; after another easier rise, long, easy descent, at foot of which leave Drakeholes Inn on <i>l.</i> and keep <i>r.</i> up short climb, then sharp descent and easy rise to Everton. Good surface.
3	Everton	2 $\frac{3}{4}$	9	Easily undulating run to Scaftworth, where turn <i>r.</i> , and follow road to Bawtry; fairly level road over river and under rly. br., with slight rise to Bawtry. Entering town, turn <i>r.</i> , then take first turn on <i>l.</i> , and first on <i>r.</i> straight into Market Pl. Excellent surface except from Idle Br. to Market Pl., which is rather rough.
I	Scaftworth	2		
	BAWTRY (Market Place.)	I	12	

GAINSBOROUGH TO BAWTRY. *Reverse.*—Leaving Public Hall on *r.* take first turn *l.*, then first on *r.* and first on *l.* again, under rly. br. Turn *l.* at Scaftworth, and at foot of hill 1 m. past Everton take left-hand forward road. Turn *l.* and then *r.* through Gringley, and on reaching Beckingham turn sharp *r.*, then *l.* at road end, and *r.* in 100 yds. At cross-roads in $\frac{3}{4}$ m. turn *l.* to Trent Br. (toll $\frac{1}{2}$ d.), crossing which turn (a) down Bridge St. and Silver St. into Market Pl., Gainsborough.

NOTES.—(a) A rather lengthier but better route is to leave Market Pl. by corner near White Hart Hotel in Lord St., and turn *r.* along Market St., then *r.* along Beaumont St., and straight on along Trinity St. and *r.* along Bridge Rd. to Trent Br. *In reverse*, keep straight on from br., along Bridge Rd., turning *l.* along Trinity St. and Beaumont St.; at end of latter turn *l.* to Market Pl.

) Telegraph wires keep coming on and leaving this road at frequent intervals.

ROUTE 26. NEWARK TO SLEAFORD.

Sleaford.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
9	Newark (Castle.)	...	...	Forward along Castlegate to Kirkgate, where turn <i>r.</i> , and crossing Market Pl., proceed by Barnbygate as far as Wesleyan Chapel, where turn <i>l.</i> to Bedshowe Lane, and keep straight forward to Sleaford Rd. Long ascent, after crossing rly., up Beacon Hill, followed by level run, and short fall and rise to Coddington; good surface.
8	Beacon Hill	I		
6 $\frac{1}{2}$	Coddington (Church.)	1 $\frac{1}{2}$	2 $\frac{1}{2}$	Leaving village, take road to <i>r.</i> , slight descent past church, then turn <i>r.</i> , and straight forward

Route 26. **NEWARK TO SLEAFORD**—*continued.*

<i>Miles from Sleaford.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		Inter-mediate.	Total.	
13 $\frac{3}{4}$	Beckingham	2 $\frac{3}{4}$		over easy road to Beckingham. Slight rise, after crossing stream, to village, where keep straight on, having church on r., and on leaving, bear l. and straight forward over good easy road, ending in long rise to Leadenham. Opposite George Hotel turn r. and up a very steep hill, and straight on to Byard's Leap. Turn r. (d.p.) and immediately l. (d.p.), then fair undulating run across the heath to Holdingham. Turn r. at d.p. and straight forward into Sleaford.
8 $\frac{3}{4}$	Leadenham (George Hotel.)	5	10 $\frac{1}{4}$	
5 $\frac{3}{4}$ 2 $\frac{1}{2}$	Byard's Leap	3		
1 $\frac{1}{4}$	Holdingham	4 $\frac{1}{2}$		
	SLEAFORD	1 $\frac{1}{4}$	19	

NEWARK TO SLEAFORD. Reverse.—Leave Sleaford by Lincoln Road, and at Holdingham turn l. (d.p.), and straight forward to Byard's Leap. Turn r. (d.p.), and immediately l. (d.p.), keep r. in $\frac{3}{4}$ m., and r. again 1 m. further on to Leadenham. Turn r. into village, then l., and forward to Beckingham, where bear r. past church, and l. after crossing stream. Entering Coddington turn l., then r. past church, and on to Newark. Entering town by Barnbygate, continue through Market Pl. along Kirkgate and Castlegate to Castle.

ROUTE 27. NOTTINGHAM TO LINCOLN.

<i>Miles from Lincoln.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		Inter-mediate.	Total.	
35 $\frac{3}{4}$	NOTTINGHAM (St. Peter's Church.)	...	...	Follow trmwy. down Listergate, a slight fall; road paved with wood for a short distance, then granite sets, and a short rise to top of Carrington St., crossing rly. br. at goods sta. at $\frac{1}{4}$ m. Keep straight forward along Arkwright St., following trmwy; level, granite paved, with heavy traffic. At Trent Br. trmwy. ends, and there is a short length of asphalte. After crossing br. turn l. through West Bridgford, passing under rly., then bear r. at fork; level, with a few unimportant rises, fair surface though
34 $\frac{3}{4}$	West Bridgford ... (Trent Bridge.)	1		
32	Basingfield	2 $\frac{3}{4}$		

Route 27. NOTTINGHAM TO LINCOLN—continued.

Lincoln.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
				apt to be loose in dry weather. At $2\frac{1}{2}$ m. is a steep awkward canal br. Entering Radcliffe turn <i>l.</i> and bear <i>r.</i> , rising slightly into the village.
0	Radcliffe (Church.)	2	5 $\frac{3}{4}$	At next fork keep <i>r.</i> ; road now ascends for $1\frac{1}{2}$ m., steep at first, then gradual for a m., and steeper again at top. Thence good running slightly downhill to intersection of Fosse Way, where turn <i>l.</i> down short slope, and up another with fair surface. Rise continues to old toll-house at Bar Farm. Thence undulating run with good surface to E. Stoke.
9 $\frac{3}{4}$	↑ Saxondale Hill...	$\frac{1}{4}$		
7 $\frac{1}{2}$	Saxondale.....	$2\frac{1}{4}$		
7	"Fosse Way".....	$\frac{1}{2}$		
5	Bar Farm.....	2		
9 $\frac{3}{4}$	East Stoke.....	5 $\frac{1}{4}$	16	Short fall from the village, then dead level to Newark, and fair surface. Level crossing on entering town, and at fork just beyond keep <i>r.</i> (<i>l.</i> is a direct route, but is paved with bad setts), along Victoria St. and Portland St. At stone cross turn <i>l.</i> down Lombard St., and at foot <i>r.</i> along Castlegate to Castle.
8	Farndon.....	1 $\frac{3}{4}$		
5 $\frac{3}{4}$	Newark (Castle.)	2 $\frac{1}{4}$	20	Keep straight on along Northgate, forward over level rly. crossing (<i>l.</i> to Gainsboro'), then good easy road to Brough.
2	Brough.....	3 $\frac{3}{4}$	23 $\frac{3}{4}$	After 1 m. level, gradual rise up Potter Hill Gate begins, growing steeper towards the top, after which long sweeping undulations to R. Witham, crossing which turn <i>l.</i> into Bracebridge. Indifferent surface.
0	↑			
0	County Boundary Stone ..	2		
7 $\frac{3}{4}$	Half-way Houses (Inn.)	2 $\frac{1}{4}$		
2	Bracebridge.....	5 $\frac{3}{4}$	33 $\frac{3}{4}$	Single tram line begins in village (paved between lines), and after about $\frac{3}{4}$ m. the <i>l.</i> hand side is also paved, and shortly after passing iron rly. br. the whole is paved, all bad granite sets. Keep straight on over two level rly. crossings, and over High Br. across R. Witham, on the other side of which is the Stonebrow, Lincoln.
	Lincoln (Stonebrow.)	2	35 $\frac{3}{4}$	

NOTTINGHAM TO LINCOLN. Reverse.—Proceed down High St. and follow single tramline to Bracebridge, and a few yards past end of line turn sharp *r.* over R. Witham, and forward to Newark. Keep straight on along Northgate, to castle, and proceeding down Castlegate turn *l.* at foot along Lombard St., and at the end turn sharp *r.* by stone cross along Portland St. and Victoria St. Thence direct forward to junction with Grantham Road, where turn *r.*, and forward to Radcliffe, where bear *l.* on descent, and soon after turn sharply *r.* On reaching Trent Bridge, after passing through West Bridgford, turn *r.* over river and bear *l.* at fork, following tramway along Arkwright St., Carrington St., and Listergate, to centre of Nottingham.

ALTERNATIVE ROUTE (No. 1).

NOTTINGHAM TO NEWARK.

(Via Thurgarton.)

<i>Miles from Lincoln.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
37 $\frac{3}{4}$	NOTTINGHAM (St. Peter's Church.)	...	...	Follow tramway southward down Albert St. and Listergate (wood paving), and along Carrington St. as far as Mid. Rly. Goods Sta., when bear <i>L.</i> down Station St. to tram terminus at G.N.R. Sta.; lumpy setts from Listergate. Forward through G. N. R. goods yard, joining Colwick Rd. at foot of Manvers St., where bear <i>r.</i> under rly. arch. (The goods yard is open from 8 a.m. to 5 p.m., or 2 p.m. on Saturdays, and closed on Sundays. For route at other times see foot-note (a). Keeping straight forward under rly. br., easy rise to level crossing over Mid. Rly., then short descent and ascent, at top of which bend <i>r.</i> over rly., and again <i>L.</i> ; thence level to Colwick. Rough macadam surface.
36	Level Crossing.....	1 $\frac{3}{4}$		
34 $\frac{3}{4}$	Colwick	1 $\frac{1}{4}$	3	Bend sharp <i>L.</i> , and a little further <i>r.</i> Keep <i>r.</i> at next fork, and then <i>L.</i> at Netherfield Sta., cross rly. br. and forward to gate at end of road. (The gate is usually fastened, but there is an opening at the side suitable for bicycles and tricycles.) Bend <i>L.</i> over level crossing at Carlton Sta., and keep straight on up steep hill. At first fork (d.p.) bear <i>r.</i> , and <i>r.</i> again at cross-roads (d.p.). Loose rough surface.
34	Netherfield Rly. Sta....	$\frac{3}{4}$		
33 $\frac{3}{4}$	Carlton Rly. Station ... ↑	$\frac{1}{4}$		
33 $\frac{1}{2}$	Carlton Cross-roads	$\frac{1}{4}$	4 $\frac{1}{4}$	Short fall and rise then long easy slope to Burton Joyce, entering which bend sharp <i>L.</i> and <i>r.</i> , then level run to Bulcote, in which again turn sharp <i>L.</i> and <i>r.</i> , then an undulating run with downward trend to Lowdham. Poor surface at first, but afterwards excellent.
31	Burton Joyce	2 $\frac{1}{2}$		
30	Bulcote	1		
28 $\frac{1}{2}$	Lowdham	1 $\frac{1}{2}$	9 $\frac{1}{4}$	Here turn <i>L.</i> , and immediately <i>r.</i> by tanyard, then a winding but level run to Gonalston. At first fork entering village turn <i>r.</i> , and at next <i>L.</i> , then easy run to Thurgarton, bending again sharp <i>L.</i> and <i>r.</i> into village.
27 $\frac{1}{4}$	Gonalston	1 $\frac{1}{4}$		
25 $\frac{1}{2}$	Thurgarton	1 $\frac{3}{4}$	12 $\frac{1}{4}$	At fork in village bear <i>r.</i> (<i>L.</i> to Southwell, d.p.), then undulating good road to Goverton. At d.p. turn <i>r.</i> down short steep hill, and forward over rly. by level crossing at Bleasby Rly. Sta. At Bleasby Ch. turn <i>L.</i> along a narrow, winding lane, with bad surface, to Fiskerton, entering which keep <i>r.</i> by chapel. At d.p. $\frac{3}{4}$ m. beyond village turn <i>L.</i> to Rolleston. Fair surface.
24 $\frac{3}{4}$	Goverton	$\frac{3}{4}$		
24 $\frac{1}{2}$	Bleasby Rly. Station ... ↓	$\frac{1}{4}$		
24	Bleasby	$\frac{1}{2}$		
22 $\frac{1}{2}$	Fiskerton	1 $\frac{1}{2}$		

NOTTINGHAM TO NEWARK—continued.

Lincoln.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
0 $\frac{1}{2}$	Rolleston	1 $\frac{3}{4}$	17	At cross-roads (d.p.) turn <i>r.</i> , and forward over level rly. crossing, with gates (normally closed), to Averham. Turn <i>r.</i> at d.p. by schoolhouse, and forward to Kelham, entering which turn sharp <i>r.</i> over Trent Br., thence a winding but unmistakable road into Newark. Entering town turn <i>r.</i> over level crossing at Mid. Rly. Sta. to castle. Good level road.
0 $\frac{1}{2}$	Level Crossing	1		
0 $\frac{1}{2}$	Staythorpe	$\frac{1}{4}$		
8 $\frac{1}{2}$	Averham	1		
7 $\frac{1}{2}$	Kelham	1		
15 $\frac{3}{4}$	Newark	1 $\frac{3}{4}$	22	Thence by route as above to Lincoln.
	Lincoln	15 $\frac{3}{4}$	37 $\frac{3}{4}$	

NOTTINGHAM TO LINCOLN. Reverse.—Route as described to Newark Castle, round which bear *r.* over Trent Br. At fork just beyond level crossing keep *l.* and straight on through Kelham. At end of village turn sharp *l.*, and bear *l.* at fork at corner. At Averham Schoolhouse turn *l.* at d.p.; at Rolleston (d.p.) turn *l.* at cross-roads, and $\frac{1}{2}$ m. further *r.* into Fiskerton. At fork on leaving village bear *l.* (d.p.), and $\frac{1}{2}$ m. on bear *r.* along a narrow lane to Bleasby Ch., where turn *r.*, and $\frac{1}{4}$ m. after crossing rly. at Bleasby Sta. turn *l.* at top of hill. Entering Thurgarton turn sharp *l.*, and *l.* again at br., then *r.* on leaving village. At Gonalston turn *r.* at first d.p. and *l.* at second, and at Lowdham tanyard bear *l.* and immediately *r.* The road bends sharply *l.* and *r.* through Bulcote, with similar turns on leaving Burton Joyce. At fork just beyond second turn keep *r.*; at Carlton cross-roads turn *l.* (d.p.), and *l.* again at foot of hill. 200 yards past rly. level crossing turn *r.* by a gate (usually locked, but there is an opening at the side suitable for cycles), and just after bear *l.* over rly. br. at Netherfield Sta. At foot of hill bear *r.*, and a few yards further *l.*, then sharp bends *l.* and *r.* at Colwick. Cross rly. br. and level crossing, and then after passing another rly. br. keep straight forward along Colwick Rd. into Manvers St., where [see note (a)] keep *l.* through G.N.R. goods yard to passenger sta. Then follow tram lines along Station St., and Curringham St., turn *r.* down Carrington St., and up Listergate and Albert Rd., to terminus by St. Peter's Ch.

NOTES.—(a) Another route out of Nottingham, about the same distance, but with very bad surface, is as follows:—From church proceed eastward up Petergate, and at top turn *l.* along Bridlesmithgate, and cross Victoria St. into High St. At next turn keep *r.* up Pelham St., then straight on down Goosegate. (These streets are all wood paved, but being steep and narrow require careful riding in either direction.) At foot turn *r.* along Sneinton St., and a few yards on *l.* to Sneinton Market Pl. Take next turn up Sneinton Rd. and Dale St. to Sneinton Ch., and steep and dangerous descent to Colwick Rd. *In reverse*, turn *r.* at point mentioned above, and forward up to Sneinton Market Pl., where turn *l.* for a short distance then *r.* up Sneinton St. Forward up Goosegate and Carlton St., at top bear *r.* at fork down Pelham St., and at crossing at foot turn *l.* along High St., crossing Victoria St. into Bridlesmithgate, then take first turn to *r.* and descend Petergate to church. (See remarks in parentheses above).

(b) The following is a better route to Trent Br., having less traffic and being free from trmwy.; the distance, however, is increased by $\frac{1}{4}$ m. After crossing rly. br. at top of Carrington St. turn *l.* into Queen's Rd., practically level with fair macadam surface, and after $\frac{1}{4}$ m. at cross-roads turn *r.* into London Rd., which leads direct to Trent Bridge.

ROUTE 28. LINCOLN TO WORKSOP.

Miles from Worksop.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
28 $\frac{1}{4}$	Lincoln (Stonebrow.)	...	...	Proceeding westward from the Stonebrow along Guildhall St. and Newland turn sharp <i>l.</i> down Gas St., then sharp <i>r.</i> into Carholme Rd., and keep straight forward, crossing the common with racecourse on <i>r.</i> Just past 2nd m.s. road turns sharp <i>l.</i> over two drains, and in $\frac{1}{2}$ m. bears' <i>r.</i> Bad surface, but now improves with winding level run to Saxilby.
27 $\frac{1}{4}$	Racecourse	1		
22 $\frac{1}{4}$	Saxilby (Bridge.)	5	6	
20 $\frac{3}{4}$	Drinsey Nook Inn	1 $\frac{1}{2}$		
17 $\frac{3}{4}$	Newton-upon-Trent ...	3		
16 $\frac{1}{2}$	Dunham	1 $\frac{1}{4}$		
14 $\frac{1}{4}$	Darlton (Church.)	2 $\frac{1}{4}$		
11 $\frac{3}{4}$	East Markham..... ↑	2 $\frac{1}{2}$		
10 $\frac{1}{4}$	Markham Moor Inn ... ↓	1 $\frac{1}{2}$	18	
9 $\frac{1}{2}$	West Drayton	$\frac{3}{4}$		
5 $\frac{3}{4}$	Normanton Inn	3 $\frac{3}{4}$		Bear <i>r.</i> and immediately <i>l.</i> (<i>r.</i> to East Retford), and forward to West Drayton. At the far end of West Drayton turn to the <i>l.</i> and keep straight on for several miles till opposite some broad gates (an entrance to Clumber Park invariably locked) * turn to the right for 200 yds. of rough road to Normanton Inn, opposite which are more gates—side gate open if Main gates not; keep straight on to a gate generally open, and road at right-angles on the <i>r.</i> , down-hill; take this road and beware of ford over the river at the bottom. The road is not liable to be mistaken straight on to Worksop Market Pl. Good surface throughout, except short stretch at Normanton.
	Worksop (Market Place.)	5 $\frac{3}{4}$	28 $\frac{1}{4}$	

LINCOLN TO WORKSOP. Reverse.—Follow Route 56 to Manton Lodge, where enter Clumber Park (locked gate, opened by courtesy), and straight on, turn *l.* and *r.* at home farm, and forward to $\frac{1}{4}$ m. past ford, when turn sharp *l.* In $\frac{1}{2}$ m. reach Normanton gates, and leaving park, turn *r.*, and in 200 yds. sharp *l.*, and straight forward to Markham Moor Inn. Crossing Great North Road, leave same immediately, bearing *l.*, and forward to E. Markham, in which turn *l.* by pond, and over rly. by level crossing. In Newton turn sharp *r.*, and leaving bear *l.*, cross canal at Saxilby and keep straight on to Lincoln. Continuing down Carholme Rd., bear *l.* along Gas St., then *r.* along Newland and Guildhall St. to Stonebrow.

ALTERNATIVE ROUTE FROM WEST DRAYTON.—The road through Clumber Park is both pretty and excellent surface, but is, of course, a private road, although cyclists are allowed to use it. The route via public road is as follows:—Forward to new br. (asphalte) over R. Idle (1 m.), then bear *l.* (d.p.) near Elksley Ch. ($1\frac{1}{4}$ m.), turn off to the *r.* (Worksop Road) for 4 m., till 4 cross-roads are reached (d.p.)—Take road to Manton Lodge. From Manton Lodge keep to the right straight on to Worksop. Fair surface. (To avoid passing through Worksop turn up the Abbey gateway, past the Abbey, to a canal br., go along the canal to the *l.*, and come out at the end of Worksop nearest to the roads (1) to the rly. sta., (2) to Sheffield, (3) Tickhill and Bawtry. Distance, about the same.

Reverse, proceed along Retford Road to fork at Manton (d.p.). Turn *r.*—on the rise always—to Manton Lodge (an entrance to Clumber Park). Turn *l.* just before Manton Lodge to cross-roads (d.p.), to Elksley (rough road—zigzag direction), then straight on (d.p.s at all points).

ROUTE 29. LINCOLN TO GAINSBOROUGH.

Miles from Gainsboro'.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
19 $\frac{1}{4}$	Lincoln	...	...	Route 28 to Drinsey Nook Inn, where keep straight forward (<i>l.</i> to Newton), and good level run to Fenton. 1 m. further turn <i>r.</i> at inn to Torksey Lock, and, after crossing br. steep rise and fall to village. Poor surface.
11 $\frac{1}{4}$	Drinsey Nook Inn	7 $\frac{1}{2}$		
9 $\frac{1}{4}$	Fenton	2 $\frac{1}{2}$	10	
8 $\frac{1}{4}$	Torksey Lock	1		
	↓			
	↑			
7 $\frac{3}{4}$	Torksey	$\frac{1}{2}$	11 $\frac{1}{2}$	Straight forward with similar nearly level road through Marton to Gate Burton, where turn <i>l.</i>
	(Church.)			
5 $\frac{3}{4}$	Marton	2	14	Still continuing over direct and undulating road, fair surface, through Knaith, where turn <i>l.</i> on to Lea; where, after passing hall, turn <i>l.</i> up short hill, then straight forward with gradually falling and improving road to Gainsborough. Bear <i>r.</i> under 2nd rly. br., along Ashcroft Rd., Trinity St., and Beaumont St.; turn <i>l.</i> at County Court offices along Market St. to Market Pl. Streets fairly paved.
5 $\frac{1}{4}$	Gate Burton	$\frac{1}{2}$		
3 $\frac{1}{2}$	Knaith	1 $\frac{3}{4}$		
2 $\frac{1}{4}$	Lea	1 $\frac{1}{4}$		
	Gainsborough	2 $\frac{1}{4}$	19 $\frac{1}{4}$	
	(Market Place.)			

LINCOLN TO GAINSBOROUGH. *Reverse.*—Proceed along Market St., turn sharp *r.* at County Court offices, then forward along Beaumont St., Southolme Ter., Trinity St., and Ashcroft Rd., at end of which bear *l.*, under rly. br. In Lea bear *r.* at d.p., and forward through Knaith. Turn *r.* into Gate Burton, and after crossing br. at Torksey Lock, turn *l.* at inn. Bear *l.* into Fenton, and keeping straight forward at Drinsey Nook Inn, join Route 28 (reverse), which follow to Lincoln.

ROUTE 30. NEWARK TO SHEFFIELD.

Miles from Sheffield.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
39 $\frac{3}{4}$	Newark (Castle.)	...	...	Crossing Trent Br. proceed over level crossing, and take road immediately to $\nearrow$ forward to Kelham. Level run, with good surface.
37 $\frac{3}{4}$	Kelham	2	2	After crossing R. Trent, take second turn $\nearrow$. opposite entrance to Kelham Hall, keep $\nearrow$ at two forks in $\frac{1}{4}$ m., then long rise and fall followed by easy undulations to Kneesall. Good surface.
34 $\frac{1}{4}$	Caunton.....	3 $\frac{1}{2}$		
30 $\frac{3}{4}$	Kneesall (Church.)	3 $\frac{1}{2}$	9	Keeping straight on through village (passing church on $\nearrow$.) easy descent towards Ompton, then stiff rise through village and descent through Wellow. At fork at end of village take centre road, close to a small lake, then straight forward to Ollerton. Excellent surface.
29 $\frac{3}{4}$	Ompton	1		
28 $\frac{1}{4}$	Wellow (Church.)	1 $\frac{1}{2}$	12 $\frac{3}{4}$	Continue straight forward through village, passing church on $\nearrow$, and crossing R. Mann, proceed straight forward with telegraph wires. Gradual ascent for 1 m. then easy descent and level to Budby; good surface.
27	Ollerton (Church.)	1 $\frac{1}{4}$		
24	Budby (Carburton 18 m.) $\downarrow$	3	15 $\frac{3}{4}$	After crossing stream road bears $\nearrow$, and in $\frac{1}{4}$ m. at fork bear $\nearrow$. (d.p.), then long rise and fall to Carburton (village is $\frac{1}{4}$ m. to $\nearrow$.); short ascent, then undulating to fork 3 m. further, where leave telegraph wires, and bear $\nearrow$. Steep descent into town; continue straight forward to Market Pl. Good surface.
18 $\frac{1}{4}$	Worksop (Market Place.)	5 $\frac{3}{4}$	21 $\frac{1}{2}$	Granite paving and rough macadam through the town. Cross canal at end of Bridge Pl., and bear $\nearrow$. (forward to Tickhill). After passing under rly. br. at 1 m., there is a long gradual ascent to Gateford, good gravel surface; thence it is a level run, but rough and "rutty" for 2 m. to Lindrick Common, over which the road gradually ascends. From the top of the slope there is a sudden descent followed by a sharp rise. Thence easy undulations, with indifferent surface, continuing through South Auston to Aston.
16 $\frac{1}{4}$	Gateford	2		
12 $\frac{1}{4}$	South Auston	4		
8 $\frac{3}{4}$	Aston.....	3 $\frac{1}{2}$	31	Sharp descent out of Aston, with rather rough surface, and $\frac{1}{2}$ m. further descend a very steep hill to Swallow Nest, where the Killamarsh Moor—Rotherham Road is crossed.
7 $\frac{3}{4}$	Swallow Nest	1	32	Keep straight on through village up a long rise, with fair surface, followed by a short steep descent, then an easy fall to Woodhouse Mill Rly. Sta. Level run through Woodhouse Mill, then ascend two long easy slopes to Handsworth. Bad macadam surface.
6 $\frac{1}{2}$	Woodhouse Mill Rly. Sta.	1 $\frac{1}{4}$		
6 $\frac{1}{4}$	Woodhouse Mill	$\frac{1}{4}$		

Route 30. NEWARK TO SHEFFIELD—continued.

Miles from Sheffield.	Places on the Road.	Mileage.		General description of the Road.
		Intermedi-ate.	Total.	
4 $\frac{1}{2}$	Handsworth ...	1 $\frac{3}{4}$	35 $\frac{1}{4}$	Bear slightly <i>r.</i> in village, and descend a long gradual hill, almost level in parts, to Darnall. Bear <i>r.</i> by the church, then turn <i>L.</i> , and follow road, chiefly down hill to Attercliffe; indifferent surface. After passing under the rly. and canal br. at the sta. keep to <i>L.</i> at fork, and in 100 yds. join road from Doncaster. Turn <i>L.</i> and follow tramlines to end of Wicker, then up Waingate and High St. to Parish Ch., Sheffield.
3	Darnall	1 $\frac{1}{2}$		
2	Attercliffe	1		
	SHEFFIELD..... (Parish Church.)	2	39 $\frac{3}{4}$	

NEWARK TO SHEFFIELD. Reverse.—Proceed down High St. and Market Pl., to *L.* down Waingate, cross R. Don, and along the Wicker. Keep straight forward at rly. arch, bearing slightly *r.*, and where tramlines divide, keep to right-hand line, along Tinsley Rd. to Attercliffe, when turn *r.* just beyond Attercliffe Baths to Darnall, where turn *r.* and then *L.* In descending hill out of Handsworth keep *r.* at fork. When ascending hill at Swallow Nest keep *L.* (*r.* to Killamarsh), and in South Auston keep *r.* round church, then straight forward into Worksop Market Pl. Leave same by Park St. and Sparkin Hill, and following telegraph wires, bear *L.* into Budby, and over stream and on to Ollerton. Straight on through village, having church on *L.*; bear slightly *r.* after passing Kneesall Ch., and entering Kelham turn *L.* opposite Hall Gates, then *r.* after crossing R. Trent and straight on to Newark.

NOTES.—(a) A somewhat easier route in leaving Newark is to follow the Great North Road to a little short of 2 m. when turn *L.*, and passing Little Carlton join route as above at 3 m. Distance, about the same.

(b) A pleasant "alternative" between Ollerton and Worksop may be had by obtaining an order from the Newcastle Estate office, Worksop, and going through Thoresby and Clumber Parks, passing the seats of Lord Manvers and the Duke of Newcastle. The "order" applies to Clumber Park, none being necessary for Thoresby, and may also be obtained at the Hop-Pole Hotel, Ollerton.

ROUTE 31. NEWARK TO CHESTERFIELD.

Miles from Chesterfield.	Places on the Road.	Mileage.		General description of the Road.
		Intermedi-ate.	Total.	
32 $\frac{1}{2}$	Newark (Castle.)	...	...	Proceed over br. and level rly. crossing, bear <i>L.</i> , and forward to Kelham. Level road, good surface.
30 $\frac{1}{2}$	Kelham	2	2	
29	Averham	1 $\frac{1}{2}$		Passing Hall Gates turn <i>L.</i> to Averham, where turn sharp <i>r.</i> ; and at fork in $\frac{3}{4}$ m. (a), bear <i>L.</i> Good easy road to Upton.
26 $\frac{3}{4}$	Upton.....	2 $\frac{1}{4}$	5 $\frac{3}{4}$	
25 $\frac{1}{4}$	Level Crossing	1 $\frac{1}{2}$		Keep straight forward through village, and good, fairly level road to rly. level crossing, where bear <i>L.</i> , and in less than $\frac{1}{2}$ m. turn <i>r.</i> , entering Southwell, with Cathedral on <i>L.</i>

Route 31. NEWARK TO CHESTERFIELD—continued.

Miles from Chesterfield	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
24½	Southwell	¾	8	Turn <i>r.</i> at Crown Hotel (b), then shortly <i>l.</i> along Queen St. Level run for ¾ m., good surface, then slight rise and fall, rather rough, to Halam. Short rise from village, then level, and easy descent to Edingley, then undulating to Farnsfield; good surface.
23	Halam	1½		
21¾	Edingley (Church.)	1½		
20½	Farnsfield	1¼	12	
17	Blidworth Rly. Sta.	3½		
16½	Rainworth.....	½		Thence unmistakable direct road, running parallel with rly., and easily undulating, until long loose descent into Mansfield. Otherwise good surface. At foot of hill continue up Church St. to Market Pl.
12½	Mansfield (Market Place.)	4	20	Proceed up Westgate, and forward with fair level road at first, then undulating, through Pleasley, out of which is a steepish ascent. Almost level bad road to Glapwell, out of which is a rough steep descent. Further on there is another steepish descent; better road, long ascent towards Heath.
9½	Pleasley.....	3		
7½	Glapwell	2		
5¼	Heath..... (Church.)	2¼	27¼	
3½	Temple Normanton ...	1¾		
	Chesterfield ... (Market Place.)	3½	32½	Roughish and undulating road; smooth ascent to Temple Normanton. Beyond there is a long descent, and the road is chiefly downhill to Chesterfield. After passing under rly. br's., continue forward, entering Chesterfield by S.E. In ½ m., at foot of St. Mary's Gate, turn along Beetwell St. and enter Market Place.

NEWARK TO CHESTERFIELD. Reverse.—Leave Market Pl. by Beetwell St., and at end turn *l.*, and forward under rly. br's. Keep *l.* through Temple Normanton, and *r.* opposite Heath Ch., and forward through Pleasley to Mansfield, by Westgate into Market Pl. Leaving by Church St., bear *l.* opposite Parish Ch., along Bridge St. to Ratcliffe Gate and Southwell Rd. At Rainworth bear slightly *r.* (a), keeping parallel with rly. and straight on (b) to Southwell. Enter by Queen St., turn *r.* at end, and immediately *l.* along Church St. Then bear *l.* and cross rly. and on to Upton. Bear *r.* through village, and 1½ m. further turn *r.* to Averham. Here turn *l.*, and entering Kelham *r.*; cross R. Trent, bear *r.* and straight forward into Newark.

NOTES.—(a) The direct road is by keeping *r.* at fork at 4¼ m., turning *l.* ½ m. further, then straight on through Hockerton (6¾ m.) to Kirklington (9¾ m.). Bear *r.* after passing church and *l.* at fork 1 m. further, then join other route at Rainworth (15½ m.). Total distance, 19¼ m. *In reverse*, bear *l.* under rly. at Rainworth, then *l.* through Kirklington and *l.* again on leaving, and on until joining other route near Averham. This road, however, is more hilly, and of inferior surface, and is but seldom used.

(b) A slightly easier route from Southwell to Edingley is to follow Route 34 to Gold Hill, then bear *l.* to Edingley. *In reverse*, turn *l.* opposite Edingley Ch., and join Route 34 in 1 m. Distance the same either way.

ROUTE 32. NOTTINGHAM TO DONCASTER.

Miles from Doncaster.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
44 $\frac{3}{4}$	NOTTINGHAM (St. Peter's Church.)	...	...	Proceeding up Petergate turn <i>L.</i> at top, crossing Victoria St., and forward along High St. and Clumber St. (usually crowded with traffic). Where tram lines join keep straight on following them along Milton St., Melbourne St., and up Mansfield Rd. At top telegraph wires join and continue to within $\frac{1}{2}$ m. of Mansfield. Sharp fall past Forest Recreation Ground to junction of Hucknall Rd., where keep to <i>r.</i> up easy rise to tram terminus at Carrington. The first portion of this route is paved with wood and asphalte, then stone setts succeed, followed by good asphalte and macadam.
43 $\frac{1}{2}$	Carrington ↓	1 $\frac{1}{4}$	1 $\frac{1}{4}$	Sharp fall and rise to Woodthorpe, then a long easy decline under rly. br. at Daybrook Sta., just past which bear <i>L.</i> at fork (d.p.) up gradual rise to foot of Red Hill, which is steep and usually rough. At summit keep <i>L.</i> through cutting, and easy descent to fork, where keep <i>L.</i> (<i>r.</i> to Southwell) d.p. Thence long steady descent for 2 m., and a similar rise, followed by undulating run to top of Robin Down's Hill. Steep descent, then easier until approaching rly. br., when it again becomes steep, with an awkward bend to <i>L.</i> At foot of hill bear <i>r.</i> at fork, and by White Bear Inn to <i>L.</i> along Albert St., to <i>r.</i> on passing under rly. viaduct, down Market St. into Market Pl. Fair surface throughout.
42 $\frac{1}{2}$	↑ Woodthorpe	1		
41 $\frac{3}{4}$	Daybrook Rly. Station	$\frac{3}{4}$		
40	↑ Red Hill	1 $\frac{3}{4}$		
39 $\frac{1}{4}$	Bestwood Pumping Sta. ...	$\frac{3}{4}$		
34 $\frac{1}{4}$	Larch Farm.....	5		
33 $\frac{3}{4}$	Sheppard's Stone.....	$\frac{1}{2}$		
32 $\frac{1}{4}$	Robin Down's Hill ↓	1 $\frac{1}{2}$		
30 $\frac{1}{4}$	Mansfield (Market Place.)	1 $\frac{1}{4}$	14 $\frac{1}{2}$	Leaving Market Pl. by Leeming St., continue along Woodhouse Rd., with long descent to rly. br., after passing under which bear <i>r.</i> at fork, and keep straight forward over easily undulating road to Market Warsop. Turn <i>L.</i> in centre of village and immediately <i>r.</i> , crossing stream and straight on through Church Warsop. Thence long ascent of Cuckney Hill, fairly steep, and descending easily to fork just before reaching Cuckney, when take centre road leaving village to <i>L.</i> Fair surface.
25 $\frac{1}{2}$	Market Warsop ...	4 $\frac{3}{4}$		
25	Church Warsop ...	$\frac{1}{2}$		
24 $\frac{1}{4}$	Cuckney Hill	$\frac{3}{4}$		
23 $\frac{1}{4}$	Cuckney (Welbeck Abbey 24 $\frac{1}{2}$ m.)	1	21 $\frac{1}{2}$	Cross stream and again in $\frac{1}{4}$ m. take centre road, and after passing Welbeck kitchen gardens, bear <i>r.</i> , then a direct and unmistakable road, with fair surface, to Worksop. Entering town turn <i>r.</i> along Bridge St., and short rise to Market Pl.
17 $\frac{1}{4}$	Worksop (Market Place.)	6	27 $\frac{1}{2}$	Leave by Bridge St. (paved), keeping to <i>r.</i> at fork at end of street, up easy hill, past rly. sta.,

Route 32. NOTTINGHAM TO DONCASTER—*continued.*

<i>Miles from Doncaster.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
13 $\frac{1}{4}$	Carlton	4	31 $\frac{1}{2}$	joining telegraph wires which run to Doncaster. Level crossing at rly. sta.; keep straight forward over good, easy undulating road through Carlton. Short, steep climb out of village, and level with poor surface and easy descent to Oldcoates, where forward over cross-roads (<i>L.</i> Rotherham, <i>r.</i> Retford), and after a level stretch, winding descent of Mullpass Hill, and similar but easier ascent. Good level run with short fall into Tickhill.
10 $\frac{3}{4}$	Oldcoates	2 $\frac{1}{2}$		
9 $\frac{1}{2}$	Mullpass Hill ... ↓	1 $\frac{1}{4}$		
7 $\frac{1}{2}$	Tickhill	2	37 $\frac{1}{4}$	Turn <i>r.</i> into Main St., and at foot <i>L.</i> , and keeping cross on <i>r.</i> , bear <i>L.</i> all the way through the village, rejoining telegraph wires on leaving (a). At fork a little further keep to <i>L.</i> , then gently undulating run to Wadworth. Long descent out of village, then short, stiff ascent to Loversall, turning sharp <i>L.</i> at top. Slight ascent through village, then fair, slightly downward road to Balby, where join road from Sheffield, and turn <i>r.</i> to Doncaster (Route 173).
4 $\frac{1}{2}$	Wadworth	3		
3 $\frac{1}{2}$	Loversall	1		
1 $\frac{1}{2}$	Balby	2		
	Doncaster	1 $\frac{1}{2}$	44 $\frac{3}{4}$	

NOTTINGHAM TO DONCASTER. *Reverse.*—Leave Doncaster by St. Sepulchregate, and at fork at Balby bear *L.*, turn sharp *r.* in Loversall, and just through Wadworth bear *L.* In Tickhill bear *r.* all the way through the village, and *L.* on meeting wires again, and forward to Worksop. Leaving Worksop by Bridge St., at foot by Cattle Market turn *L.*, and at 1 $\frac{1}{2}$ m. keep *L.* at fork (d.p.). Keep straight on past Cuckney and Church Warsop, having church on *r.* After passing flour mill and R. Meden, bear *L.*, then turn *r.* in Market Warsop. Two miles from Mansfield bear *L.* at fork, and keep straight on along Woodhouse Road and Leeming St., to Mansfield Market Pl. Leave same by Market St., and at top of rise turn *L.* under rly. viaduct into Albert St.; in about 100 yds. turn *r.*, by White Bear Inn, and forward out of town. $\frac{1}{4}$ m. after passing under rly. br. bear *L.* at fork, and *L.* again just beyond cemetery gates. Then straight forward to just before 9th m.s. (from Nottingham), where bear *L.*, and forward until tramlines are met. Following same keep *L.* at corner of Gregory Boulevard, then straight on along Mansfield Road, Melbourne St., and Milton St., leaving tramlines on reaching Parliament St., along which keep straight on along Clumber St. and High St. into Bridlesmithgate, then *r.* down Petergate to church.

NOTE.—(a) By following the telegraph wires, which keep to the outskirts of Tickhill, a shorter route is secured, but this is not recommended.

ROUTE 33. NOTTINGHAM TO SOUTHWELL.

Miles from Southwell.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
15	NOTTINGHAM	...	...	Route 32 to Red Hill, where at fork—see route—bear <i>r.</i> , up steep, rough hill. At top keep <i>l.</i> (<i>r.</i> to Woodboro'), and $\frac{1}{2}$ m. further turn <i>r.</i> Keep straight forward over loose, sandy road to Oxtan.
10	(St. Peter's Church.) Fork on Mansfield road ..	5		
5 $\frac{3}{4}$	Oxtan.....	4 $\frac{1}{4}$	9 $\frac{1}{4}$	
	↑ SOUTHWELL (Saracen's Head Hotel.)	5 $\frac{3}{4}$	15	

NOTTINGHAM TO SOUTHWELL. Reverse.—Proceed straight forward to blacksmith's shop, where turn *r.*, and then *l.* and straight forward to Oxtan, entering which turn *r.* over stream. 100 yds. further turn *l.*, then *r.* at Bridge Hotel on leaving village, and just beyond, at triple fork, take centre road, and straight on to junction with Mansfield Road, whence follow Route 32 (reverse) to Nottingham.

ALTERNATIVE ROUTE (VIA THURGARTON).

Miles from Southwell.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
16	NOTTINGHAM	...	...	Route 27 (alternative) to Thurgarton, where bear <i>l.</i> (d.p.), up a steep rough hill, from the top of which sharp undulations, trending upward, for 1 $\frac{1}{4}$ m., then sharp, rough descent, and similar rise, followed by level run to Halloughton. Keep <i>r.</i> up winding hill, then winding and smartly undulating road to Southwell. Joining main street turn <i>r.</i> (d.p.) to Saracen's Head. Poor surface.
3 $\frac{1}{4}$	↑ Thurgarton	12 $\frac{1}{4}$		
	↓ Halloughton..... (Church.)	1 $\frac{1}{4}$		
2	SOUTHWELL (Saracen's Head Hotel.)	$\frac{1}{2}$	16	

NOTTINGHAM TO SOUTHWELL. ALTERNATIVE VIA THURGARTON. Reverse.—In main street turn *l.* at d.p., and at foot of second hill turn *l.* again, and forward to Thurgarton. Thence by Route 27 (alternative reverse) to Nottingham.

ROUTE 34. SOUTHWELL TO OLLERTON.

Miles from Ollerton.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
11 $\frac{1}{4}$	SOUTHWELL (Saracen's Head Hotel.)	...	...	Turn <i>L.</i> at Saracen's Head Hotel, then second turn <i>r.</i> , and on joining Kirklington Rd., turn <i>L.</i> and keep straight forward with good surface and easy rise up Gold Hill. Soon after ascending this turn <i>r.</i> and over rly. br. and stream, then short ascent to Kirklington; good surface.
9 $\frac{1}{2}$	Gold Hill	1 $\frac{3}{4}$		
8	Kirklington	1 $\frac{1}{2}$	3 $\frac{1}{4}$	Turn sharp <i>L.</i> , and in about 1 m. bear <i>r.</i> at fork, and $\frac{1}{2}$ m. further <i>L.</i> , then <i>r.</i> , and in less than $\frac{1}{2}$ m. <i>r.</i> again to Bilsthorpe. Level run and good surface.
5 $\frac{1}{2}$	Bilsthorpe	2 $\frac{1}{2}$	5 $\frac{3}{4}$	Keep straight on through village, and at end bear <i>L.</i> , and straight on over level road to Lodge Gates at southern end of Rufford Park. Here turn <i>L.</i> , and shortly after crossing stream, join old Nottingham-Ollerton Road, and turn <i>r.</i> , then straight on, over easy road to Ollerton.
4 $\frac{1}{4}$	Rufford Park Gates	1 $\frac{1}{4}$		Rough surface.
	OLLERTON	4 $\frac{1}{4}$	11 $\frac{1}{4}$	

SOUTHWELL TO OLLERTON. Reverse.—Take road opposite church, and after crossing stream bear *L.* at fork at 1 $\frac{1}{4}$ m., and turn *L.* at 3 $\frac{3}{4}$ m. After crossing stream turn *r.* near lodge gates, and straight forward until $\frac{1}{4}$ m. beyond Bilsthorpe, when turn *L.*, then take second turn *r.* and straight on to Kirklington. Entering village turn *r.*, and after crossing stream bear *L.*, and shortly after *r.* over rly. br. Soon after crossing same turn *L.*, and from Gold Hill take second turn to *r.* and forward into Southwell.

ALTERNATIVE ROUTE (VIA EAKRING).

Miles from Ollerton.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
10 $\frac{3}{4}$	SOUTHWELL	...	...	Follow above route until nearly $\frac{1}{2}$ m. past Kirklington Ch., when turn <i>r.</i> (d.p.) up steep country lane, and forward to Eakring. Bad surface.
6 $\frac{3}{4}$	D.P. on Main Road	3 $\frac{3}{4}$		
4 $\frac{1}{4}$	Eakring... .. (Church.)	2 $\frac{1}{2}$	6 $\frac{1}{4}$	Turn <i>L.</i> , after passing church then <i>r.</i> , then steady rise and fall and almost level to Wellow. Fair surface.
1 $\frac{1}{4}$	Wellow	3	9 $\frac{1}{4}$	Turn sharp <i>L.</i> and follow Route 30 to Ollerton.
	OLLERTON	1 $\frac{1}{4}$	10 $\frac{3}{4}$	

SOUTHWELL TO OLLERTON. Reverse.—Route 30 (reverse) to Wellow, where turn sharp *r.* in centre of village; turn *L.* then *r.* in Eakring, and forward until junction with direct road, when turning *L.* follow original route to Southwell.

ROUTE 35. BINGHAM TO LOWDHAM.

Miles from Lowdham.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
5 $\frac{1}{2}$	BINGHAM (Market Place.)	...	...	From Market Pl. turn <i>l.</i> , then <i>r.</i> , and after short rise, level run to "Foss Way." Turn <i>r.</i> for 1 m., then <i>l.</i> at old toll house at Bar Farm, good easy run to East Bridgeford. Steep descent from church to Gunthorpe Br. (id. toll) (R. Trent), after crossing which turn <i>l.</i> to Gunthorpe, then straight on, crossing rly. on level at Lowdham Sta. to Lowdham tanyard. Good surface, and easy running.
3 $\frac{3}{4}$	Bar Farm	1 $\frac{3}{4}$		
2 $\frac{3}{4}$	East Bridgeford	1		
	↓			
1 $\frac{1}{2}$	Gunthorpe..... (Church.)	1 $\frac{1}{2}$		
$\frac{1}{4}$	Lowdham Rly. Station	1 $\frac{1}{4}$		
	LOWDHAM	$\frac{1}{4}$	5 $\frac{1}{2}$	
	(Tanyard.)			

BINGHAM TO LOWDHAM. Reverse.—From tanyard take road past rly. sta. After crossing Gunthorpe Br. turn *l.*, then bear *r.* Keep straight on at East Bridgeford, and to "Foss Way." Turn *r.* along same, and *l.* 1 m. further, and easy descent to Bingham.

ROUTE 36. NOTTINGHAM TO MATLOCK.

Miles from Matlock.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
24 $\frac{1}{4}$	NOTTINGHAM (St. Peter's Church.)	...	...	Proceeding through Market Pl., cross trmwy. and ascend Market St., at top of which, by theatre, take the centre of three roads on <i>l.</i> , and ascend Wollaton St. At top, by the cemetery, cross trmwy. and proceed down Lenton Sands Hill, at foot of which turn <i>r.</i> , and straight on along Redford Boulevard, undulating run—aspalte—and at end turn <i>l.</i> up Alfreton Road. Bad setts with poor macadam at sides for 200 yds., then all execrable setts to Bobbers Mill. Level crossing over rly., then bear <i>r.</i> at fork, then steady rise for $\frac{1}{2}$ m. paved on right-hand side with setts, and sharp fall and rise to Cinderhill. Wretched setts through village, at end of which keep straight on under rly. br. and up a short steep hill, with level crossing. Steady rise, then undulating and stiff rise to Nuthall. Keep <i>l.</i> by Church, then long rise and fall to and through Kimberley, requiring care in latter part. Another rise and rough, steep descent, with
22	Alfreton Road	2 $\frac{1}{4}$		
21 $\frac{3}{4}$	Level Crossing.....	$\frac{1}{4}$		
20 $\frac{3}{4}$	Cinderhill	1	3 $\frac{1}{2}$	
	(Church.)			
20 $\frac{1}{4}$	Level Crossing.....	$\frac{1}{2}$		
	↑			
18 $\frac{3}{4}$	Nuthall	1 $\frac{1}{2}$		
	(Church.)			

Route 36. NOTTINGHAM TO MATLOCK—*continued.*

Miles from Matlock.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
18	Kimberley ↓	$\frac{3}{4}$		sharp turn <i>r.</i> over level crossing at foot. Thence long rise to Brookhill-leys, and fall and rise to Eastwood. Fair surface.
16 $\frac{3}{4}$	Level Crossing ↓	$1\frac{1}{4}$		
15 $\frac{3}{4}$	Brookhill-leys ↓	1		
15 $\frac{1}{4}$	Eastwood ↓	$\frac{1}{2}$	9	Easy fall to Sun Inn, then dangerous descent, then easier and again steep to rly. sta. Slight descent over canal br. to Langley Mill. Fair macadam surface.
14 $\frac{1}{2}$	Eastwood Rly. Station ↓	$\frac{3}{4}$		
14 $\frac{1}{4}$	Langley Mill (Midland Hotel.)	$\frac{1}{4}$	10	Leaving by Cromford Rd., easy road, with fair surface, over two level crossings and bear <i>l.</i> over Mid. Rly. Br. Thence continuous rise, stiff at first, and steep descent and ascent into Codnor. Keep straight on through village, short fall and steep rise under rly. br., whence keep straight forward over easy, level road to 4 m., where turn <i>l.</i> , keep to <i>r.</i> over rly. at Ripley Sta. into Ripley. Good surface.
11 $\frac{1}{2}$	Codnor ↑	$\frac{1}{4}$		
11	↑			
9 $\frac{3}{4}$	Ripley ↓	$1\frac{3}{4}$	14 $\frac{1}{2}$	Keep <i>l.</i> at Cock Inn, up Church St. past Market Hall, then descend Cromford Rd., and in $\frac{1}{4}$ m. turn <i>r.</i> (d.p.) (<i>l.</i> to Belper), down steep hill, followed by long, steep descent, with level crossing half-way down, over canal br. and under Mid. Rly. to Bull Bridge. Here, at d.p. turn <i>r.</i> , under rly. and over R. Amber, and forward, bearing <i>l.</i> in $\frac{1}{2}$ m. (Fritchley on <i>r.</i>), with continuous rise, occasionally very steep to Crich. Fair surface.
7	Bull Bridge ↓ (Fritchley 17 $\frac{3}{4}$ m.)	$2\frac{1}{4}$		
5 $\frac{1}{2}$	Crich ↑	$1\frac{1}{2}$	18 $\frac{3}{4}$	
1	Cromford ↑	$4\frac{1}{2}$	23 $\frac{1}{4}$	Route 44 to Cromford.
	MATLOCK BATH ↑	1	24 $\frac{1}{4}$	Route 42 to Matlock.

NOTTINGHAM TO MATLOCK. Reverse.—Route 42 (reverse) to Cromford, and Route 44 (reverse) to Crich. Bear *r.* out of village, and straight forward (dangerous descent) to Bull Br. After passing under rly. arch, turn *l.* and straight on to Ripley. Continue on down Church St., turn *r.* at Cock Inn and *l.* over Mid. Rly. at sta., and at next cross-roads turn *r.*, then forward, bearing *r.* after crossing rly. br. to Langley Mill. Turn *l.* at Midland Hotel and cross canal, then direct forward road to Nottingham. At police sta. bear *l.* to "Le Grand" Hotel, where turn *r.* and proceed along Radford Boulevard to junction with Derby Road at foot of Lenten Sands. Stiff climb of $\frac{1}{2}$ m., and at top, by cemetery, cross tramwy. and take middle road on *r.* Wollaton St., to theatre. Here bear a little *r.* crossing Parliament St. to Market St., and short steep descent to Market Pl., where cross tramwy., bearing *r.* to Albert St.

NOTE.—Another route out of Nottingham is to follow Mansfield Rd. (Route 32) to Gregory Boulevard, turning *l.* along same. Good asphalt surface, for about 1 m.; at end, join above route and turn *r.* In reverse, bear *l.* at "Le Grand" Hotel up Gregory Boulevard, and at end follow Route 32 (reverse). There is little to choose between these two routes in either distance or surface.

ROUTE 37. NOTTINGHAM TO ALFRETON.

Miles from Alfreton.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
16 $\frac{3}{4}$	NOTTINGHAM	...	...	Route 36 to Nuthall, where turn <i>r.</i> by church, up rough winding hill to Watnall Cantelupe, crossing rly. by level crossing at Watnall Rly. Sta. Then undulating with rather better surface to Watnall Chaworth, beyond which steep winding descent, with rough surface, to a brook. Thence stiff rise to Greasley Ch., and easier to Moor-green, but poor surface.
11 $\frac{1}{4}$	Nuthall	5 $\frac{1}{2}$		
10 $\frac{1}{4}$	Watnall Cantelupe	I		
9 $\frac{3}{4}$	Watnall Chaworth	$\frac{1}{2}$		
	↓			
	↑			
9	Greasley (Church.)	$\frac{3}{4}$		8 $\frac{1}{4}$ Here turn <i>r.</i> at d.p., easy downhill run to level crossing, then short undulations to Beauvale Reservoir, whence long steep climb to Selston Common. At triple fork take centre road, rising and falling to a brook, then steep rough climb to Woodnook Inn, where bear <i>l.</i> (d.p.) and over level-crossing to Dove-green. Just beyond bear <i>r.</i> at fork, and sharply undulating road through Selston Green until nearing Pye Br., when rough, steep, and dangerous descent, followed by short rise to canal br. Very bad surface throughout.
8 $\frac{1}{2}$	Moor-green	$\frac{1}{2}$		
8	Level Crossing	$\frac{1}{2}$		
7 $\frac{3}{4}$	Beauvale Reservoir	$\frac{1}{4}$		
6 $\frac{1}{2}$	Selston Common	1 $\frac{1}{4}$		
4 $\frac{3}{4}$	Woodnook Inn	1 $\frac{3}{4}$		13 $\frac{3}{4}$ Forward through village, and passing under G.N.R. and M.R. br's., long ascent to Somercotes, becoming steeper and rougher on approaching village, thence a direct gradually falling road, with sharp undulations and fair surface, to Alfreton.
4 $\frac{1}{2}$	Dove-green	$\frac{1}{2}$		
3 $\frac{3}{4}$	Selston Green	$\frac{1}{2}$		
3	Pye Bridge	$\frac{3}{4}$		
	↑			
2	Somercotes	I		
	Alfreton (George Hotel.)	2	16 $\frac{3}{4}$	

NOTTINGHAM TO ALFRETON. Reverse.—Proceeding by High St., bear *r.* at fork (*l.* to Mansfield), and straight forward to Selston Green, where bear *r.*, and again sharp *r.* at Woodnook Inn (d.p.). At Selston Common keep *l.*-hand road, and bear *l.* at d.p. at Moor-green, and on to Nuthall, where, turning *l.* at church, follow Route 36 (reverse) to Nottingham.

NOTE.—Not only does this road run through an uninviting colliery district, but the surface is very bad, and the gradients steep, and cyclists will find it preferable to go via Ripley to Alfreton (Route 36 to Ripley, thence Route 40 to Alfreton).

ROUTE 38. NOTTINGHAM TO ANNESLEY.

Miles from Annesley.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
10 $\frac{1}{4}$	NOTTINGHAM	...	...	Route 32 to junction of Hucknall Rd., when bear <i>L.</i> , bending <i>r.</i> immediately afterwards up Sherwood Rise. After short level, rapid fall to Basford, with poor setts or macadam. Turn <i>r.</i> up Vernon Rd., stone setts for nearly a mile to Highbury Vale Workhouse, then fall and rise to Bulwell Church.
9	<i>Sherwood Rise</i>	1 $\frac{1}{4}$		
7 $\frac{3}{4}$	Basford	1 $\frac{1}{4}$		
	(Railway Station.)			
6 $\frac{3}{4}$	<i>Highbury Vale</i>	1		Crossing rly. turn <i>r.</i> along main st., and at Green take left-hand rd., thence long, gentle rise to level crossing, afterwards rather stiffer, then easy undulations to Hucknall-Torkard. Poor loose surface.
6 $\frac{1}{4}$	Bulwell	$\frac{1}{2}$	4	
	(Church.)			Entering town keep straight forward at Local Board Offices along Portland Rd. into High St. and Market Pl., where turn sharp <i>r.</i> , and immediately <i>L.</i> , rising easily, with bad, uneven surface. Steeper gradients to Annesley Park South Gate (usually closed), then good winding run through the park; leaving same, level run followed by steep ascent to junction with Derby—Mansfield Road.
4	Hucknall-Torkard	2 $\frac{1}{4}$	6 $\frac{1}{4}$	
1 $\frac{3}{4}$	<i>Annesley Park</i>	2 $\frac{1}{4}$		
	(South Gate.)			
$\frac{1}{2}$	<i>Annesley Park</i>	1 $\frac{1}{4}$		
	(North Gate.)			
	ANNESLEY	$\frac{1}{2}$	10 $\frac{1}{4}$	

NOTTINGHAM TO ANNESLEY. Reverse.—Proceed straight on through Annesley Park, keeping *r.* on leaving S. gate, to Hucknall, entering which turn *r.* to church, and then *L.* along High St., and keep straight forward along Portland Road. At Bulwell turn *L.* over rly. br. to church, and bear *r.* at Highbury Vale. At Basford Rly. Sta. turn *L.*, and join Mansfield Road at corner of Gregory Boulevard; thence Route 32 (reverse) into town.

ROUTE 39. DERBY TO MANSFIELD.

Miles from Mansfield.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
22 $\frac{3}{4}$	Derby	...	...	Pass through Market Pl. by Town Hall, along Derwent St., and over Derwent and canal br's. to Nottingham Rd., where turn to <i>L.</i> and proceed by Mid. Goods Sta.; the granite paving ceases here. Fair level road to Little Chester, at Coach and Horses turn to <i>r.</i> up Mid. Rly. br.
	(Market Place.)			

Route 39. DERBY TO MANSFIELD—continued.

Miles from Mansfield.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
20 $\frac{1}{4}$	Breadsall Hill Top.....	2 $\frac{1}{2}$		(straight on to Alfreton), easy road for $\frac{1}{2}$ mile, with steep rise to Breadsall Top; road has very good surface and descends gently to and across G. N. Rly. br. (<i>r.</i> Stanley, <i>l.</i> Breadsall), a little beyond is a sharp drop, followed by long gradual rise to Morley (<i>r.</i> Stanley, <i>l.</i> Horsley and Belper), undulating good road with two ascents and descents to Bell Inn (<i>r.</i> Ilkeston, <i>l.</i> Denby, &c.), stiff rise to Smalley with over $1\frac{1}{2}$ m. nearly level, followed by run down to Heanor Station, G.N.R., with rise up to town and descent; at foot turn to <i>r.</i> and ascend to Heanor Ch. From church bear to <i>l.</i> down long very steep winding descent, which is dangerous if not ridden slowly; at foot, cross a rly. br. and level colliery crossing; easy road passes under Langley Mill Sta. br. (M. R.) to Midland Hotel at Langley Mill. Good surface.
18 $\frac{1}{2}$	Morley	1 $\frac{3}{4}$		
16 $\frac{1}{4}$	Smalley	2 $\frac{1}{4}$		
13 $\frac{3}{4}$	Heanor (Church.)	2 $\frac{1}{2}$		
12 $\frac{3}{4}$	Langley Mill (Midland Hotel.)	1	10	Forward along Nottingham Rd. to Eastwood, when turn <i>l.</i> at Sun Inn. Thence steep descent, and after undulating for 1 m., long, steady rise to Moor-green, and thence by Route 37 to Selston Common. At triple fork keep <i>r.</i> , then an undulating run to within $1\frac{1}{2}$ m. of Mansfield, when a rough, steep descent to junction with Nottingham Rd. opposite cemetery gates. Variable macadam surface.
11 $\frac{3}{4}$	Eastwood	1		
10 $\frac{1}{4}$	Moor-green	1 $\frac{1}{2}$		
8 $\frac{1}{2}$	Selston Common	1 $\frac{3}{4}$		
1 $\frac{1}{4}$	Junction with Nottingham Road	$\frac{1}{4}$		
	Mansfield	1 $\frac{1}{4}$	22 $\frac{3}{4}$	Bear <i>l.</i> and Route 32 to Mansfield.
	(Market Place.)			

DERBY TO MANSFIELD. Reverse.—Route 32 (reverse) to cemetery gates, when turn *r.* at fork, then straight on to 6th m.s., when *r.* again. Bear *l.* at Selston Common, and forward to Moor-green, there keeping straight on (*l.* to Nottingham), and forward until joining Nottingham—Ripley Road, when turn *r.* and follow same (Route 36) to Langley Mill. Proceeding by Midland Hotel, forward to Heanor Ch., from which turn *l.*, then straight on to Little Chester (entering Derby). Turn *l.* at Coach and Horses Inn (*r.* to Alfreton), bear *l.* on reaching granite paving, and at second canal br. turn *r.* over it, into Derwent St. Cross R. Derwent into Market Pl.

ROUTE 40. DERBY TO SHEFFIELD.

Miles from Sheffield.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
35 $\frac{3}{4}$	Derby (Market Place.)	...	...	Leave by Derwent St.—paved—cross river br. and canal br. to Nottingham Rd., where turn to L, pass Mid. Goods Sta. on r., very fair macadam commences, almost level road through Little Chester to Little Eaton and Coxbench, where it becomes undulating. 1 m. from Kilbourne is Mid. Rly. level crossing and tramlines cross the road at Kilbourne. Beyond Smithy Houses is a Mid. Rly. level crossing followed by ascent to Marehay and stiff ascent into Ripley Market Pl.
34 $\frac{3}{4}$	Little Chester	I		
31 $\frac{1}{4}$	Little Eaton.....	3		
30 $\frac{1}{2}$	Coxbench	1 $\frac{1}{4}$		
29	Kilbourne	1 $\frac{1}{2}$		
28 $\frac{1}{4}$	Smithy Houses.....	$\frac{3}{4}$		
26 $\frac{3}{4}$	Marehay	1 $\frac{1}{2}$		
26 $\frac{1}{4}$	Ripley	1 $\frac{1}{2}$	9 $\frac{1}{2}$	At foot of Market Pl. turn to r., and beyond church to L. Here begins a long steep descent with sharp bend to r. at Butterley Reservoir—good road—beyond, cross rly. br. at station. There is a stiff ascent to Swanwick, followed by descent and steep rise into Alfreton.
25 $\frac{1}{4}$	Butterley Rly. Sta. ...	I		
24 $\frac{1}{4}$	Swanwick	I		
22 $\frac{3}{4}$	Alfreton	1 $\frac{1}{2}$	13	Keep straight on through town and past cross-roads, and down steep dangerous hill. Long, easy ascent to Shirland, where keep forward past church, and at next fork bear L., rising to Higham. Fair surface.
20 $\frac{3}{4}$	Shirland	1 $\frac{1}{2}$		
20	Higham	$\frac{3}{4}$	15 $\frac{3}{4}$	Bearing r., keep straight on up a short hill, then good run down to Stretton, where keep r. at fork, and still forward and descending with sharp drop into Clay Cross. Rather uneven surface.
18 $\frac{3}{4}$	Stretton	1 $\frac{1}{4}$		
17 $\frac{1}{4}$	Clay Cross	1 $\frac{1}{2}$	18 $\frac{1}{2}$	Keeping straight on up through village, then sharp fall, followed by undulating road, with falling tendency to Chesterfield. After passing under rly. arches, take first street on L. (Beetwell St.), and at end turn r., along South St. into Market Pl. Fair surface. (Telegraph wires go right from Derby to Chesterfield, with the exception of a few yards in Ripley).
13 $\frac{1}{4}$	Baythorpe..... (Church.)	4		
12	Chesterfield ... (Market Place.)	1 $\frac{1}{4}$	23 $\frac{3}{4}$	Leaving Market Pl. by High St. continue into Burlington St. and to four road ends. Take centre rd. (Cavendish St.) to Holywell Cross, where also take centre st. At fork a little further keep r., then easy undulations to Whittington Moor. At fork, keep L. and straight on over next cross-roads (d.p.), and after passing under rly. br. keep L., then long climb to Unstone, with drop into village. Steep ascent, then easier rise, and short fall into Dronfield. Poor surface.
10 $\frac{1}{4}$	Whittington Moor.....	1 $\frac{3}{4}$		
9 $\frac{1}{2}$	Sheepbridge	$\frac{3}{4}$		
7 $\frac{3}{4}$	Unstone	1 $\frac{3}{4}$		
5 $\frac{1}{4}$	Dronfield	2	30	Follow telegraph wires through Dronfield, and long ascent, sometimes steep, keeping straight forward, and sharp fall to Norton Woodseats.
2 $\frac{3}{4}$	Norton Woodseats	3		

Route 40. DERBY TO SHEFFIELD—continued.

<i>Miles from Sheffield.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
1 $\frac{1}{4}$	Heeley	1 $\frac{1}{2}$		Keep <i>r.</i> at first fork, and <i>l.</i> at next, and after short rise, easy descent to Heeley, where follow tramlines right into Sheffield. Bad surface.
	SHEFFIELD (Monument.)	1 $\frac{1}{4}$	35 $\frac{3}{4}$	

DERBY TO SHEFFIELD. Reverse.—Leaving the monument by way of South St. follow tramlines, and where they fork keep *l.*, and straight on to Norton Woodseats. Keep *r.* at first fork, and *l.* at second, and straight forward to Dronfield, through which follow telegraph wires. At Sheepbridge keep *r.* after passing under first rly. br., and under a second, and at next fork (d.p.) bear *r.* At Holywell Cross, keep forward up Cavendish St., then to *r.*, and forward into Market Pl., Chesterfield. Leave same by South St., and at foot turn *l.* down Beetwell St. At end turn *r.* into Lordsmill St., and after passing under rly. arches, bear *r.* at fork. Then straight forward past all junctions and cross-roads until after passing Stretton, when bear *r.* at fork (d.p.). In Higham bear *l.* with telegraph wires, keep *r.* after passing Shirland Ch. Straight forward through Alfreton, and bear *l.* at fork at foot of main st., and *l.* again in Swanwick (d.p.). On reaching top of hill in Ripley turn *r.* to Market Pl., where keep *l.*, and at fork soon after leaving village bear *r.*, and on to Derby. On reaching granite paving, and at second canal bridge, turn *r.* over it, into Derwent St. Cross R. Derwent into Market Pl.

ROUTE 41. DUFFIELD TO HIGHAM.

<i>Miles from Higham.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
12 $\frac{1}{2}$	DUFFIELD	...	...	Take the turn from Derby Rd. for the church, pass over the Mid. Rly. and Derwent Br. and keep to <i>l.</i> (<i>r.</i> to Little Eaton). Very fair road; stiff rise of 150 yds., then undulating to Makeney House, where turn to <i>r.</i> , stiff rise of $\frac{1}{2}$ m.; at top keep to <i>l.</i> (<i>r.</i> to Holbrook). The road undulates to the junction of the Milford and Holbrook road, where it rises, and then undulates along the crest of the ridge and becomes poor for 1 m.; a dangerous descent with sharp turn at foot leads into Openwood Gate (<i>l.</i> Belper, <i>r.</i> Kilbourne). Road is now good and undulates along the ridge for 1 m., with steep drop, followed by long steep rise and descent to Black Boy Inn (<i>l.</i> to Belper), whence there is a steep roughish rise to the White Hart and d.p. at Heage (<i>l.</i> Ambergate, <i>r.</i> Ripley).
11 $\frac{1}{4}$	Makeney Ho.	1 $\frac{1}{4}$		
				
8 $\frac{3}{4}$ 7 $\frac{3}{4}$	Openwood Gate	2 $\frac{1}{2}$		

Route 41. DUFFIELD TO HIGHAM—*continued.*

Miles from Higham.	Places on the Road.	Mileage.			General description of the Road.
		Inter-mediate.	Total.		
6½	Heage	2¼	6		Keep on up the rise, a good road undulates along the ridge for nearly 1 m., followed by gradual descent, with steep dangerous descent winding down to Buckland Hollow, and crossing Mid. Rly. and canal turn <i>r.</i> (<i>l.</i> to Ambergate) and 50 yds. further at d.p., turn to <i>l.</i> (<i>r.</i> Ripley) good undulating road for 1 m., followed by a succession of descents and ascents to and through Oakerthorpe. At d.p. (<i>l.</i> Crich, <i>r.</i> Alfreton) keep straight on, good road, long rise by Peacock Inn, succeeded by long steep descent requiring care; cross the R. Amber to Amber Inn and d.p. (<i>l.</i> to Wingfield and Matlock). There is a long stiff ascent, followed by undulating road to d.p. at Hallfieldgate (<i>l.</i> Matlock, <i>r.</i> to Alfreton). Pass by Shoulder of Mutton Inn, and easy undulating road to Higham.
5½	Buckland Hollow	1			
3	Oakerthorpe	2½ ¾			
¾	Hallfieldgate	1½			
	HIGHAM	¾	12½		

DUFFIELD TO HIGHAM. *Reverse.*—Forward to Buckland Hollow, where turn *r.*, and 50 yds. further *l.* At Makeney Ho. turn *l.*, and on to Duffield over R. Derwent and rly. br.

ROUTE 42. LONDON TO MANCHESTER.

Miles from Manchester	Places on the Road.	Mileage.			General description of the Road.
		Inter-mediate.	Total.		
188¼	LONDON	...	...		London to Derby, see Vol. II.
62¼	Derby	126	126		Proceed by Irongate, Queen, and King Sts., cross G.N. Rly. br. to Duffield Road, keeping to <i>r.</i> at fork. Very fair road, stiff rise from fork of road, then undulating to Allestree, whence it is hilly with level piece into Duffield; keep direct through the village and turn to <i>r.</i> at end over Mid. Rly. br., whence it is a gently undulating road to Belper. Keep direct through the town keeping to <i>r.</i> at end and ascend, and cross Mid. Rly. br. Road is now limestone, fair surface, and easy to Ambergate, where keep to <i>l.</i> ; road rises for some distance and descends towards Whatstandwell, keep to <i>l.</i> over Derwent Br. Road gently rises by river with easy descent to Cromford.
60½	Allestree	2			
57¾	Duffield	2½			
54¼	Belper	3½			
52	Ambergate	2¼			
49¾	Whatstandwell	2¼			

Route 42. LONDON TO MANCHESTER—continued.

Miles from Manchester	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
46 $\frac{3}{4}$	Cromford	3	141 $\frac{1}{2}$	Here keep straight ahead, poor rising road leads to Matlock Bath, whence it is nearly level and unmistakable to Matlock Bridge. At far end of town turn to <i>r.</i> over Derwent Br., and again to <i>l.</i> at foot Road unmistakably direct, very fair surface, nearly level, passes by Darley to Rowsley Turn. Here turn to <i>l.</i> , pass by rly. sta. under rly. arch, and over the Derwent Br. into Rowsley (b). Keep to <i>r.</i> through village, good surface, undulating easy road to Bakewell (c).
45 $\frac{3}{4}$	Matlock Bath	1		
44 $\frac{1}{2}$	Matlock Bridge ...	1 $\frac{1}{4}$		
39 $\frac{1}{2}$	Rowsley	5		
36 $\frac{1}{4}$	Bakewell	3 $\frac{1}{4}$	152	Road is direct to Market Pl.; keep straight across by Rutland Hotel, bear to <i>l.</i> beyond and again to <i>r.</i> Good surface, rather hilly to Ashford; road leads direct through village, easy for about a mile, then rises gradually, followed by long and very steep ascent to Taddington. Good surface, with smart undulations and steep descent at Topley Pike, after which the road is nearly level with variable surface into Buxton, pass under rly. br's. to Spring Gardens, and by Royal Hotel to Gen. P.O.
34 $\frac{1}{4}$	Ashford	2		
30 $\frac{1}{4}$	Taddington	4		
28	Topley-Pike	2 $\frac{1}{4}$		
24 $\frac{1}{4}$	Buxton	3 $\frac{3}{4}$	164	Forward to Old Hall Hotel, turn sharp <i>r.</i> round it, and, at end of block, bear <i>r.</i> and then <i>l.</i> and straight forward up Manchester Road. At top of fairly steep rise, a little over $\frac{1}{4}$ m., bear <i>l.</i> continuous rise, occasionally steep, to 1 $\frac{3}{4}$ m., where bear <i>r.</i> at d.p., thence direct and unmistakable road, with excellent surface and steadily downhill, needing care only in last $\frac{1}{4}$ m., to Whaley Bridge.
23 $\frac{3}{4}$	↑ ↑			
	↓ ↓			
17	Whaley Bridge..... (White Hart Inn.)	7 $\frac{1}{4}$	171 $\frac{1}{4}$	
15 $\frac{3}{4}$	Furness Vale	1 $\frac{1}{4}$		Short level run under rly. to White Hart Inn, where bear <i>l.</i> over R. Goyt Br., thence level with occasional slight rises to Disley, and continuing to gently rise to 12th m.s., with fair macadam surface, occasionally interspersed with flag rock setts. From 12th m.s. badly paved descent, with patches of bad macadam, to Rising Sun Inn, where keep straight (d.p.) and in $\frac{1}{4}$ m. tram lines begin at Hazel Grove. Hence road is entirely paved, at first badly, but afterwards improving. Slight rise through Hazel Grove, thence almost continuous but slight down grade to Stockport, the descent through the town being steeper. Enter Stockport down Wellington Road S., and straight forward over Mersey Br. (d).
13 $\frac{1}{4}$	Disley	2 $\frac{1}{2}$		
9 $\frac{3}{4}$	Rising Sun P.H.	3 $\frac{1}{2}$		
9 $\frac{1}{2}$	Hazel Grove..... (Tram Terminus.)	$\frac{1}{4}$		
6 $\frac{3}{4}$	↑ Stockport ... (Mersey Bridge.)	2 $\frac{3}{4}$	181 $\frac{1}{2}$	Proceed up Wellington Rd. N., rising to Heaton Norris, then straight forward through Heaton

Route 42. LONDON TO MANCHESTER—continued.

Miles from Manchester	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
6	Heaton Norris	$\frac{3}{4}$		Chapel, Levenshulme, and Longsight, past Ardwick Green (on r.), and enter the city by London Road, Piccadilly, and Market St. At the foot of Market St. turn l., along Exchange St., into St. Ann's Sq. (tramlines from Stockport to St. Ann's Sq.). Except for about $\frac{1}{2}$ m. of macadam on one side between Heaton Norris and Heaton Chapel, the road is paved with setts, rather rough to Longsight, then good. From Heaton Norris to Ardwick is level, thence down and up to Piccadilly.
5 $\frac{1}{4}$	Heaton Chapel (Chapel House Hotel.)	$\frac{3}{4}$		
4 $\frac{1}{4}$	Levenshulme (New Railway Station.)	1		
2 $\frac{3}{4}$	Longsight 1	1 $\frac{1}{2}$		
1 $\frac{1}{2}$	Ardwick Green.....	1 $\frac{1}{4}$		
	MANCHESTER (St. Anne's Square.)	1 $\frac{1}{2}$	188 $\frac{1}{4}$	

DERBY TO MANCHESTER. Reverse.—Leave St. Ann's Sq. by Exchange St., turn r. up Market St., then along Piccadilly and London Rd., to Ardwick. At end of Green keep r. (d.p.) along Stockport Rd., then straight on through Longsight, keeping l. under rly. br., and through Levenshulme to the Chapel House Hotel, Heaton Chapel, where keep r. at fork, and forward down Wellington Road and over Mersey Br. into Stockport. Continue forward up Wellington Rd., following tramline to Hazel Grove. Bear l. at Rising Sun Inn (d.p.), and at 5 $\frac{1}{4}$ m. r. at fork. At Disley bear l. at fountain; and in Whaley Bridge cross R. Goyt Br. to White Hart Inn, where bear r., and after passing under rly. br. keep straight on at d.p. past the White Horse. Within $\frac{1}{2}$ m. of Buxton after passing Lee Wood Hotel bear r. at large lamp, and at foot of hill bear l., then r. and l. to front of Old Hall Hotel, round which sharp l. and proceed by Spring Gardens to Bakewell Road. This road to Derby is unmistakable, and runs direct through all towns and villages without complication; it chiefly descends by the river course all the way. Derby is entered by King and Queen Sts. and by Irongate to Market Pl., Derby. Thence to London, see Vol. II.

NOTES.—(a) This route leads, in its Derbyshire portion, through some of the prettiest scenery in England.

(b) Chatsworth, the famous seat of the Duke of Devonshire, may be reached by following Route 63 from Rowsley.

(c) Haddon Hall, scarcely less famous than Chatsworth, stands about $\frac{1}{4}$ m. off the road, 1 $\frac{1}{2}$ m. past Rowsley.

(d) To join the Altrincham-Warrington road at Stockport turn l. up Greek St., opposite Mount Tabor Wesleyan Chapel, and at the top of steep descent in Wellington Road. This saves the town, hill, and pavé.

ROUTE 43. ALFRETON TO MANSFIELD.

Miles from Mansfield.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
9 $\frac{1}{4}$	Alfreton (George Hotel.)	..	...	Proceed by High St., and at end bear l. at fork along Mansfield Road. Cross Mid. rly. at sta.,

Route 43. ALFRETON TO MANSFIELD—*continued.*

Miles from Mansfield.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
8 $\frac{1}{4}$	Alfreton Rly. Sta. ↑	I		and after short undulating run, rough, steep ascent to Normanton Common. Another fall and rise in next mile, and after an undulating stretch, fairly stiff ascent to Fulwood. Poor surface.
7 $\frac{1}{4}$	Normanton Common	I		
4 $\frac{1}{2}$	Fulwood (Inn.)	2 $\frac{3}{4}$	4 $\frac{3}{4}$	Gently undulating to Sutton Woodhouse, where bear <i>L.</i> at fork, and again <i>L.</i> at Bell Inn; then a level run to next fork, where bear <i>r.</i> The road then bends <i>L.</i> up a slight hill to a schoolhouse, and at cross-roads just beyond keep straight on down long, steady descent, similar rise, then easy fall into Mansfield, where keep on along Stockwellgate to Market Pl. Rough, inferior surface, but better towards Mansfield.
3 $\frac{1}{2}$	Sutton Woodhouse	I		
3 $\frac{1}{4}$	Sutton-in-Ashfield (Bell Inn.)	$\frac{1}{4}$		
	Mansfield (Market Place.)	3 $\frac{1}{4}$	9 $\frac{1}{4}$	

ALFRETON TO MANSFIELD. Reverse.—Leaving Market Pl. by Stockwellgate, keep straight on over cross-roads at 1 m., and at fork just short of 2 m. bear *r.* Forward over cross-roads in $\frac{1}{2}$ m., and at next fork bear *r.*, and 200 yds. further *L.*; keep *r.* past Bell Inn, and at Sutton Woodhouse take *L.*-hand forward road. At 6 m. keep *L.* at fork, and at end of Mansfield Road turn *r.* along High St. to George Hotel.

ROUTE 44. ALFRETON TO CROMFORD.

Miles from Cromford.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
9 $\frac{1}{2}$	Alfreton (George Hotel.) ↓	...	...	From the George Hotel steep descent down King St. (towards Derby), near foot of town take turn to <i>r.</i> for Wingfield, road good; undulating road by Alfreton Park, then descends to Oakerthorpe, crossing road, Derby and Sheffield. Fair road, undulates beneath Mid. rly. and over R. Amber brs.; there is a long, very steep ascent to South Wingfield, where turn to the <i>L.</i> in village. Fair limestone road, short, steep descent from Wingfield, then long, winding, gradual ascent into Crich, where bear to the <i>r.</i> through village. Beyond the turn to <i>L.</i> for Fritchley there is a short steep drop, followed by a long steep ascent through Crich. Keep to <i>L.</i> , at top there is a long descent, followed by an abrupt short ascent with
7 $\frac{3}{4}$	Oakerthorpe ↑	1 $\frac{3}{4}$		
6 $\frac{3}{4}$	South Wingfield ... ↓	I		
	↑			
4 $\frac{1}{2}$	Crich ↑	2 $\frac{1}{4}$		

Route 44. ALFRETON TO CROMFORD—*continued.*

Miles from Cromford.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
2 $\frac{1}{2}$	Holloway	2		a gradual decline to Holloway. From the village there is a very steep, roughish, dangerous descent, keep to <i>l.</i> at foot (<i>r.</i> to Dethick); there is a gentle descent to the R. Derwent by which the rest of the road, with rather rutty surface, runs easily to Cromford Sta. ; pass under rly., the road undulates by Willesley Church—where it crosses the river—into Cromford.
				
	CROMFORD (Greyhound Hotel.)	2 $\frac{1}{2}$	9 $\frac{1}{2}$	

ALFRETON TO CROMFORD. *Reverse.*—From the Greyhound Hotel take the Station Road, cross the R. Derwent by Willesley Ch., road runs by river for 1 m., then bends to *l.* up an easy hill. Keep to *r.* at turn for Dethick to Holloway. Long ascent up to Crich ; at the top turn to *r.* into village through Crich, keep to *l.* and keep *l.* at road to Fritchley. Turn to *r.* in South Wingfield, whence there is a long dangerous descent, keep straight on to the Derby and Chesterfield Road, where turn to *l.* into Alfreton up King St. to George Hotel.

ROUTE 45. RIPLEY TO AMBERGATE.

Miles from Ambergate.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
3 $\frac{3}{4}$	RIPLEY (Market Hall.)	...	...	From Church St., pass Market Hall, then descend Cromford Rd., and in $\frac{1}{4}$ m. turn <i>r.</i> (d.p.) (<i>l.</i> to Belper), down steep hill, followed by long, steep descent, with level crossing half-way down, over canal br. and under Mid. Rly. to Wingfield Park, where bear <i>l.</i> at d.p. (<i>r.</i> to Chesterfield), and easy descent under rly. arches and over R. Amber to Ambergate. Good surface throughout.
		$\frac{1}{4}$		
		$\frac{1}{4}$		
1 $\frac{1}{2}$	Wingfield Park	1 $\frac{3}{4}$		
	AMBERGATE (Hurt's Arms.)	1 $\frac{1}{2}$	3 $\frac{3}{4}$	

RIPLEY TO AMBERGATE. *Reverse.*—Pass under rly. opposite Hurt's Arms; at fork, after passing Wingfield Park, keep *r.* to Ripley.

ROUTE 46.

TIBSHELF TO TEMPLE NORMANTON.

Miles from T. Normanton	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
4 $\frac{1}{2}$	TIBSHELF (Church.)	...	...	Forward from northern end of village to fork in $\frac{1}{2}$ m. (d.p.), where turn <i>l.</i> and straight on to Temple Normanton. Good, slightly undulating road. A view of Hardwick Hall will be obtained on the <i>r.</i> , about $1\frac{1}{2}$ m. from Tibshelf.
	TEMPLE NORMANTON ...	4 $\frac{1}{2}$	4 $\frac{1}{2}$	

TIBSHELF TO TEMPLE NORMANTON. *Reverse*.—At Temple Normanton bear *r.* from Chesterfield—Mansfield Road, and forward to d.p. at 4 m., where turn *r.* into Tibshelf.

ROUTE 47. TIBSHELF TO KELSTEDGE.

Miles from Kelstedge.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
8	TIBSHELF (Church.)	...	...	Very fair road descends from church to end of village, where keep to <i>r.</i> (<i>l.</i> to Alfreton), then descent of 1 m., good road to Doe Hill Sta., pass under two rly. brs. (<i>l.</i> to Alfreton), road rises through Morton, keep to <i>r.</i> at church (<i>l.</i> to Higham), descent, then rise to main Derby and Chesterfield Road. Turn to <i>r.</i> , and 20 yds. further on to <i>l.</i> Steep stony descent to Stretton sta.
6 $\frac{1}{2}$	Doehill Rly. Sta.	1 $\frac{1}{2}$		
5 $\frac{3}{4}$	Morton (Church.)	$\frac{3}{4}$		
4	Stretton Rly. Sta.	1 $\frac{3}{4}$	4	Good road, stiff rise of 500 yds. to d.p., turn to <i>r.</i> (<i>l.</i> to Matlock), rise continues for 300 yds., followed by long descent (care needed), and ascent to Ashover Ch., where bear to <i>l.</i> ; easy road, then sharp descent and ascent, followed by undulating road to Kelstedge.
		$\frac{1}{2}$		
1	Ashover (Church.)	2 $\frac{1}{2}$		
	KELSTEDGE	1	8	

TIBSHELF TO KELSTEDGE. *Reverse*.—Bear *r.* at Ashover Ch., and at d.p. at junction with Matlock Road turn *l.* past Stretton Sta. On reaching Derby—Chesterfield Road turn *r.*, and 20 yds. further, *l.*; bear *l.* at Morton Ch., and entering Tibshelf, bear *l.* up main street to church.

ROUTE 48.

STRETTON STATION TO MATLOCK
BRIDGE.

Miles from Matlock Br.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
6 $\frac{1}{2}$	STRETTON RLY. STA. ... ↑	...	...	Good road, stiff rise of 500 yds. to d.p., keep straight on (<i>r.</i> to Ashover). The rise continues for about $\frac{3}{4}$ m., when there is a long, very steep, winding, dangerous descent, intersected by water gullies or grips, and is very rough. The road is easier and better through Woolley-moor, cross R. Amber, there is a stiff rough ascent of over 1 m. (<i>l.</i> to Alfreton), followed by a dangerous steep descent with sharp bend (at foot <i>l.</i> Alfreton, <i>r.</i> Ashover). The road then rises abruptly for over $1\frac{1}{4}$ m. and is rough and stony, a short descent leads to reservoir at Tansley, whence there is another stony steep ascent to the top of Tansley Moor. The rest, about $1\frac{1}{4}$ m., is all down hill to Matlock Bridge, very steep in places, and requires great care if ridden down, surface very fair. Matlock is entered by Matlock Green, where keep to <i>r.</i> , and to the <i>l.</i> at Derwent Br. into Matlock.
5 $\frac{1}{4}$	Woolley-moor ↑	$\frac{1}{2}$		
4	↑			
2 $\frac{1}{4}$	↑	$1\frac{1}{2}$		
1 $\frac{1}{2}$	↑	$1\frac{3}{4}$		
	↑	$\frac{1}{2}$		
	MATLOCK BRIDGE..... ↓	$1\frac{1}{2}$	6 $\frac{1}{2}$	

STRETTON TO MATLOCK. *Reverse.*—From br. proceed *r.* for Matlock Green, keep *l.* at $2\frac{1}{4}$ m., and then straight on to Stretton Sta.

ROUTE 49. DERBY TO WIRKSWORTH.

Miles from Wirksw ^o th	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
13 $\frac{1}{2}$	Derby (Market Place.)	...	...	Route 42 to Duffield, where take first turn to <i>l.</i> on entering village; good undulating road until after crossing Mid. Rly. Br. and Ecclesbourn stream, when the gradients become rather heavier. Straight forward over Ashbourne—Belper Road near Shottle Sta., and several short, sharp hills in next mile, when bear <i>l.</i> over rly., and immediately <i>r.</i> up steep ascent to Idridgehay. Good surface.
8 $\frac{3}{4}$	Duffield.....	4 $\frac{1}{2}$		
7	Puss-in-Boots P.H. ...	$1\frac{3}{4}$		
5	Shottle Rly. Sta.	2		

Route 49. **DERBY TO WIRKSWORTH**—*continued.*

Miles from Wirksworth	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
3 $\frac{1}{4}$	Idridgehay	1 $\frac{3}{4}$	10	Easy descent from village, then steadily undulating, crossing rly. twice, and long, steep rise to Wirksworth. Good limestone surface, but deteriorating in latter part.
↑	WIRKSWORTH (Red Lion Hotel.)	3 $\frac{1}{4}$	13 $\frac{1}{4}$	

DERBY TO WIRKSWORTH. *Reverse.*—Descend from town, cross rly. br. at 1 m., and again $\frac{1}{2}$ m. further. Keep straight on to and through Idridgehay, beyond which bear *L.*, and cross rly. br., and direct road to Duffield. Here turn *r.*, and follow Route 42 (reverse) to Derby.

ROUTE 50.**WIRKSWORTH TO WINSTER AND
MATLOCK.**

Miles from Matlock Br.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
10 $\frac{1}{4}$	WIRKSWORTH (Red Lion Hotel.)	...	...	Easy descent by Cromford Road from Red Lion Hotel. Take first turn <i>L.</i> and in $\frac{1}{4}$ m. keep <i>L.</i> (<i>r.</i> to Cromford), long, steep, and rough ascent to and through Middleton. Beyond, the surface improves down a steep, winding descent, at foot of which keep straight on over cross-roads (<i>L.</i> Ashbourne, <i>r.</i> Cromford), with gradual rise to Grange Mill. Thence smartly undulating surface ending in short but very steep descent into Winster. Generally good limestone road, but bad in wet weather.
8 $\frac{1}{2}$	Middleton.....	1 $\frac{3}{4}$		
6	Grange Mill	2 $\frac{1}{2}$		6 $\frac{1}{4}$ Bear <i>r.</i> through village, gradual rise to Wensley, whence a long, steep descent of 1 m. to Snitterton, followed by undulating fair road. Steep, rough descent, crossing Mid. Rly. br., into Matlock.
4	Winster	2		
2 $\frac{1}{2}$	Wensley	1 $\frac{1}{2}$		
1 $\frac{1}{2}$	Snitterton	1		
	MATLOCK BRIDGE ...	1 $\frac{1}{2}$	10 $\frac{1}{4}$	

WIRKSWORTH TO WINSTER AND MATLOCK. *Reverse.*—Leave by P.O., up steep hill, and bear *L.* through Winster. At Grange Mill turn *L.* and straight forward to Wirksworth; turn *r.* in town to Red Lion Hotel.

ROUTE 51. DERBY TO LIVERPOOL.

Miles from Liverpool.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
83 $\frac{1}{4}$	Derby (Market Place.)	...	...	Pass up St. James's St., bear to r. at Gen. P. O. into the Wardwick; road direct to tram terminus 1 m. out. Very fair road with two steep ascents to Mackworth; beyond, road rises to Kirk Langley, whence is a long, steep ascent, followed by easy road, and descent to Brailsford. Road ascends from village and becomes very hilly, descents require care, surface very fair, easier road nearing Ashbourne with very steep descent into the town; bear sharp to r. at foot, cross the Henmoor Br. and turn to r. for Market Pl.
80 $\frac{3}{4}$	Mackworth	2 $\frac{1}{2}$		
79	Kirk Langley	1 $\frac{3}{4}$		
76 $\frac{1}{4}$	Brailsford	2 $\frac{3}{4}$		
	↓			13 Proceed along Church St. and keep straight forward along Mayfield Road to Hanging Br. (a). Rough and "rutty" limestone surface.
70 $\frac{1}{4}$	Ashbourne (Market Place.)	$\frac{3}{4}$		
68 $\frac{3}{4}$	Hanging Bridge	1 $\frac{1}{2}$		
67 $\frac{3}{4}$	↑			
	↓			14 $\frac{1}{2}$ After crossing bear r. at d.p. up long steep hill, then easier for 1 m., and again very hard climbing. At 3 $\frac{1}{2}$ m. keep straight on past d.p., over undulating road, for $\frac{1}{2}$ m., when descent begins, and in another $\frac{1}{2}$ m. becomes very steep, then level into Waterhouses. Keep left-hand road, straight forward at end of village (d.p.), then easy rise, becoming steep at 9th m.s., and easier to Bottom Ho. Crossing Cheadle-Buxton road, long downward slope followed by easily undulating road to Bradnop. Thence steady downward tendency, road bending L., and then r. under Lowe Hill Br. to Ashbourne Road, Leek. Continue past Workhouse to Cattle Market, and forward up Derby St. to Market Pl. Good macadam surface, improving towards Leek, in which good setts up to Market Pl.
63	Waterhouses..... (Post Office.)	1 $\frac{1}{4}$		
61 $\frac{1}{4}$	Winkhill	1 $\frac{3}{4}$		
60	Bottom Ho. P.H.	1 $\frac{1}{4}$		
57 $\frac{1}{4}$	Bradnop.....	2 $\frac{3}{4}$		28 Leave Market Sq., and at church turn L. down very steep hill through town, at foot fair, level run for 1 m., cross R. Churnet, turn L. at fork of old road and steady ascent, then long, steady descent by side of Rudyard Lake. Before reaching foot of hill at Hanging Gate Inn, turn sharp L. past end of lake (b), then rough and very sharply undulating road, ending in long descent to Congleton.
56 $\frac{1}{2}$	Lowe Hill.....	$\frac{3}{4}$		
55 $\frac{1}{4}$	Leek (Market Place.)	1 $\frac{1}{4}$		
53 $\frac{3}{4}$	Poolend.....	1 $\frac{1}{2}$		
50 $\frac{3}{4}$	Hanging Gate P.H. ... (Turning for Congleton.)	3		38 $\frac{1}{4}$ Straight on up West St. (paved), and at Waggon and Horses Inn keep to r. Excellent, slightly undulating road, and crossing rly. br. to cross-roads, where turn r. into Holmes Chapel.
45	Congleton (Lion and Swan.)	5 $\frac{3}{4}$		
39 $\frac{3}{4}$	Sandlow Green.....	5 $\frac{1}{4}$		
37 $\frac{3}{4}$	Holmes Chapel (Church.)	2		

45 $\frac{1}{2}$ Keep straight forward past church (L. Middlewich, r. Alderley), down moderate hill for $\frac{1}{2}$ m., and

Route 51. **DERBY TO LIVERPOOL**—*continued.*

Liverpool.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
5 $\frac{3}{4}$	Cranage.....	1		after crossing river up similar gradient to a perfectly level road. At fork at 2 m. bear <i>r.</i> (<i>l.</i> to Northwich), and 2 $\frac{1}{2}$ m. further turn <i>l.</i> at d.p., and with one short steep fall and rise, good easy road forward to Knutsford, with excellent surface.
9 $\frac{3}{4}$	Knutsford (Railway Station.)	7	53 $\frac{1}{2}$	Proceed along Princess St. to square, here bear <i>l.</i> , and take first opening to <i>r.</i> past fountain, and on with long, easy undulations, keeping <i>l.</i> at 2 m. to Mere Corner.
7 $\frac{1}{4}$	Mere Corner	2 $\frac{1}{2}$	56	Cross Northwich—Altrincham Road (d.p.), then excellent direct and almost level road for 4 $\frac{3}{4}$ m., followed by long sweeping undulations, under Bridgewater Canal Br., and then level to Ship Canal Swing Br., and under high level rly. br., thence straight on into Warrington. Cross Mersey Br. and up Bridge St. to Marketgate.
6 $\frac{1}{4}$	Hoo Green	1		
8 $\frac{1}{4}$	Warrington ... (Marketgate.)	8	65	
	LIVERPOOL	18 $\frac{1}{4}$	83 $\frac{1}{4}$	Thence by Route 113 to Liverpool.

DERBY TO LIVERPOOL. Reverse.—Route 113 (reverse) to Warrington, where proceed down Bridge St., cross R. Mersey, and straight on (avoiding turns *r.* and *l.*), under rly. br., and over Ship Canal Swing Br., and straight forward to Knutsford. On entering square turn *l.* across it, and *r.* down Princess St.; then forward, keeping straight on at 1 $\frac{3}{4}$ m. from Knutsford (*r.* to Middlewich), and bear *r.* a similar distance further, and forward to Holmes Chapel. Turn *l.* at cross-roads in $\frac{1}{4}$ m., over rly. Straight on to and through Congleton (b), and after passing end of Rudyard Lake turn *r.* (at 5 $\frac{3}{4}$ m. from Congleton), and direct forward to Leek. Turn *r.* by church into Market Pl., Leek, and at foot of same turn *l.* and proceed down and up Derby St., and forward along Ashbourne Road, keeping to *r.* at the fork past the Workhouse. At Bottom House Inn keep straight forward, and $\frac{3}{4}$ m. further bear *l.* at d.p., then straight on to Hanging Bridge, where bear *l.* at d.p. past Duke of York Inn. Thence direct forward into Ashbourne Market Pl. Thence proceed by St. John St. to Green Man Hotel, where take first turn *l.*, and direct unmistakable road to Derby. Follow trams to G.P.O., where bear *l.* down St. James St. to Market Pl.

NOTES.—(a). "Hanging Bridge." This is a remnant of the time when "gibbeting" was a more or less popular custom, and it is supposed that defunct malefactors were hung at the end of this bridge, which is the boundary between Staffordshire and Derbyshire.

(b). An alternative and better route between Leek and Congleton may be secured by following Route 102 (reverse) to crossing of Buxton—Congleton Road (8 $\frac{1}{2}$ m.), then turning *l.* and following same to Congleton (Route 84). Total distance, Leek to Congleton, 12 $\frac{1}{2}$ m. *In reverse*, Route 84 (reverse) to crossing of Macclesfield Road, then Route 102 to Leek.

ROUTE 52. DERBY TO LIVERPOOL.

(Via Runcorn).

Although 1 $\frac{1}{2}$ m. further, the route given above, via Warrington, is usually preferred on account of the better road in the latter part of the journey.

Miles from Liverpool.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
81 $\frac{1}{2}$	Derby	...	...	Route 51 until 2 m. beyond Holmes Chapel, when turn <i>l.</i> (d.p.), and an excellent level road to Lach-Dennis, beyond which keep <i>l.</i> and at once <i>r.</i> ; cross canal, and shortly after rly., then down Witton St. (bad macadam) to Bull Ring, Northwich.
34	<i>D.P. in Knutsford Road.</i>	47 $\frac{1}{2}$		
32 $\frac{3}{4}$	Three Greybonds P.H.	1 $\frac{1}{4}$		
31 $\frac{1}{4}$	Lach-Dennis.....	1 $\frac{1}{2}$		
27 $\frac{1}{2}$	Northwich	3 $\frac{3}{4}$	54	From Bull Ring cross R. Weaver, and at corner of Union Bank turn <i>r.</i> up steep winding ascent; easier descent, and cross R. Weaver by swing br., and turn sharp <i>l.</i> and steep ascent over canal to Barnton, then undulating run (sometimes rather sharply) to Brickworks, where turn <i>l.</i> over rly. br., 1 m. further bear <i>l.</i> on joining Chester Road, and shortly after, just before rly. br., bear <i>r.</i> , over steadily rising road to Halton. Immediately after passing ruins of old castle turn <i>l.</i> , down hill with loose surface, followed by easy descent, but poor surface, to Runcorn. Forward down Halton Rd. and Bridge St., turn <i>r.</i> round Post Office, down Church St. and Lord St., and under rly. br., and at end <i>r.</i> to br.
	(Bull Ring.)			
	↑			
	↑			
	↑			
25 $\frac{1}{2}$	Barnton.....	2		
24 $\frac{1}{4}$	Little Leigh	$\frac{3}{4}$		
20 $\frac{3}{4}$	Railway Bridge	4		
17 $\frac{3}{4}$	Halton	3		
15 $\frac{1}{2}$	Runcorn	2 $\frac{1}{4}$	66	Cross br. over R. Mersey and Ship Canal (4d. toll for person and cycle) (a), then down incline and along Church St. At end of street sharp <i>l.</i> along Waterloo Rd., over two level crossings, and under two rly. brs., and along Victoria Rd. to Widnes Town Hall Sq. Fair macadam surface.
	(Bridge approach.)			
14 $\frac{1}{4}$	Widnes	1 $\frac{1}{4}$	67 $\frac{1}{4}$	
	(Town Hall Square.)			
	LIVERPOOL	14 $\frac{1}{4}$	81 $\frac{1}{2}$	Thence Route 114 to Liverpool.

DERBY TO LIVERPOOL (VIA RUNCORN). *Reverse.*—Route 114 (reverse) to Widnes. Leave Town Hall Sq. by Victoria Rd., and at fork, after level rly. crossing, bear *l.* along Waterloo Rd. to second level-crossing. 100 yds. further turn sharp *r.* along Church St. (d.p.), and cross br. to Runcorn (a). Then turn *l.* up Lord St. and Church St., at end bear *l.* round P.O., and forward up Bridge St. Cross canal br. and immediately sharp *l.* up Halton Rd. At Halton turn *r.* round castle ruins, and bear *l.* through village, and *r.* on leaving. Forward to fork at 4 $\frac{1}{4}$ m., when bear *l.* on joining Frodsham—Warrington Road, and sharp *r.*, and *r.* again at cross-roads after passing over rly. br., and forward to Northwich. Proceed up Witton St., and straight on over br.; after crossing canal take forward road (*l.* to Lostock Green, *r.* to Middlewich), then straight forward to junction with Warrington route 2 m. from Holmes Chapel, when follow same (No. 51) to Derby.

NOTE.—(a) Runcorn Bridge is merely a rly. br., with a footway alongside the line for pedestrians.

ROUTE 53. DERBY TO WARDGATE.

Miles from Wardgate.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
00 $\frac{1}{4}$	Derby (Market Place.)	...	...	Proceed by Irongate, King and Queen Sts. to Duffield Rd., bear to <i>L.</i> at fork, very fair road, then level run for 2 m., then sharp rise and fall, at foot of which (2 $\frac{3}{4}$ m.) turn <i>L.</i> , and long rise to Kedleston Park. Thence undulating road, occasionally rather steep, ending in descent to Weston Underwood. Good surface.
6 $\frac{1}{2}$	Kedleston Park (Gates.)	3 $\frac{3}{4}$		
4 $\frac{1}{4}$	Weston Underwood ... ↑	2 $\frac{1}{4}$	6	Keep direct through village, with long, and at last very steep rise to Cock Inn, then forward, bearing <i>L.</i> at fork at 2 $\frac{1}{2}$ m., and straight on over cross-roads shortly after, over an undulating, poor road to Wardgate, where Belper—Ashbourne Road is joined. Fair surface.
3 $\frac{1}{4}$	Cock P.H. ⤴	1		
	WARDGATE.....	3 $\frac{1}{4}$	10 $\frac{1}{4}$	

DERBY TO WARDGATE. Reverse.—Bear *r.* at fork just past Wardgate, and straight forward to Cock Inn, where bear *L.*, thence direct forward to Derby, bearing to right on entering, and direct by King and Queen Sts. to Market Pl.

ROUTE 54. ASHBOURNE TO BELPER.

Miles from Belper.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
12	ASHBOURNE (Market Place.)	...	...	Proceed from Green Man Hotel up St. John St., leaving Market Pl. on <i>L.</i> At top of st. turn to <i>r.</i> , cross the Henmoor Br. to Sturston Rd., where turn to <i>L.</i> Very fair road, undulates, but ascends by Sturston; at 3 $\frac{1}{2}$ m., take the turn to <i>r.</i> (straight on to Atlow and Kirk Ireton). The road descends to Hulland, whence there is a stiff rise, bear to <i>r.</i> at top (<i>L.</i> to Hognaston); easy road to Hulland Ward, keep to <i>L.</i> (straight on to Derby), fair but hilly road to Cross o' the Hands. From this the road begins to descend, and is very steep and roughish through Turnditch, requiring great care; cross Mid. Rly. br. (Shottle Sta.) at foot of hill, and a little further on at junction of roads keep straight on (<i>L.</i> to Wirksworth, <i>r.</i> to Derby); road very fair, easy for $\frac{1}{4}$ m., then rises sharply with one bend at right angles to Shottlegate (<i>r.</i> to Duffield), hilly road rises to top of
7 $\frac{1}{2}$	Hulland	4 $\frac{1}{2}$		
6 $\frac{1}{2}$	Hulland Ward.. (Wardgate.) ↑	1		
4	Turnditch (Church.) ⤴	2 $\frac{1}{2}$		
3 $\frac{1}{4}$	Shottle Rly. Station ...	3 $\frac{1}{4}$		
2 $\frac{1}{4}$	Shottlegate	1		

ite 55. **ASHBOURNE TO CHESTERFIELD**—*continued.*

Places on the Road.	Mileage.		General description of the Road.
	Inter-mediate.	Total.	
Slack	3		thence long, steep climb through Kelstedge, followed by level run of 1 m. Fair limestone surface. Thence hilly, but gradually descending road through Walton, rough surface, to junction with road from Baslow at New Brampton, where turn <i>r.</i> and follow trmwy. and paved road into Chesterfield.
↑ Kelstedge.....	$\frac{3}{4}$		
Red Lion Inn	$1\frac{3}{4}$		
Walton	2		
New Brampton.....	$1\frac{1}{4}$		
Chesterfield ...	$1\frac{1}{2}$	$23\frac{3}{4}$	

ASHBOURNE TO CHESTERFIELD. Reverse.—At New Brampton turn *l.* over br., and at fork at Red Lion Inn bear *l.* and straight on to Matlock Bridge. Crossing br., turn *l.*, and at Cromford turn *r.*, by Greyhound Hotel to Steeple House. Here turn *r.* in front of rly. br., and keep on to Middleton Rise End. Cross the Wirksworth Rd., and after short steep ascent turn *l.* at the back of some cottages, and keep straight on to the hamlet of Godfrey Hole. Here turn *r.*, and forward till 50 yds. past Carsington Ch., when turn *l.*, and *l.* again $1\frac{1}{4}$ m. further, then direct forward to Ashbourne Market Pl.

ALTERNATIVE ROUTE.

ASHBOURNE TO CROMFORD.

(Via Longcliffe.)

Although 3 m. further the following is a much easier route than by the direct road, and is generally preferred locally.

Places on the Road.	Mileage.		General description of the Road.
	Inter-mediate.	Total.	
ASHBOURNE	...	...	From top of Market Pl. proceed up the steep Buxton Rd., past St. John's Ch., and from the top of the hill keep straight forward on the descent to Sandybrook Hall. D.p. here points to <i>l.</i> for Dovedale (distant $2\frac{1}{2}$ m.) and forward for Buxton. Keep to the latter, and after a level run of $\frac{1}{2}$ m., the first climb is encountered. This is followed by another and shorter rise to Bentley Corner. Instead of entering the village, turn <i>r.</i> at d.p., along a narrow road descending to Woodeaves (Cotton) Mill Lodge. With the exception of one moderate hill, the running is fairly level to Bradbourne (Flour) Mill. Keeping
(Market Place.)			
↑ Sandybrook Hall.....	1		
Bentley Corner	1		
Woodeaves Mill Lodge	1		
Bradbourne Mill.	2		

Route 55. **ASHBOURNE TO CHESTERFIELD**—*continued.*Ashbourne to Cromford—*continued.*

<i>Miles from Chesterfield</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
18 $\frac{3}{4}$	↑ Longcliff	3		straight on, the road continues flat to the foot of Longcliff Hill, which is a long winding ascent of a m. to Longcliff. The remainder of the journey to Cromford is a gradual easy descent all the way on a good surface. At Grange Mill turn <i>r.</i> and enter the Via Gellia valley. In the middle of the valley two roads branch off to the right, but these must be passed and the descending road followed until Cromford is reached. Thence, as above, to Chesterfield.
16 $\frac{3}{4}$	Grange Mill	2		
13	Cromford Chesterfield ...	3 $\frac{3}{4}$ 13	13 $\frac{3}{4}$ 26 $\frac{3}{4}$	

ASHBOURNE TO CHESTERFIELD. *Alternative Reverse.*—Route as above to Cromford, where, leaving Greyhound Hotel, turn to the *r.* for the Via Gellia valley. The road rises all the way to Grange Mill, turn *l.* to Longcliffe, the road still rising. From Longcliffe there is a long descent, about a mile, which should not be ridden without a good brake. Keep straight on a fairly level road, past Bradbourne Mill and Woodeaves Mill, to Bentley Corner, where turn *l.* and follow direct road to Ashbourne, ending in a very dangerous descent into town.

ROUTE 56.**CHESTERFIELD TO GAINSBOROUGH.**

<i>Miles from Gainsboro'</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
33 $\frac{1}{2}$	Chesterfield ...	...	...	Descending to rly. sta. follow line for a short distance, and then cross by br. and ascend easy hill. Fair, direct road through Brimington, then undulating to Ringwood, where short, very steep ascent, then fairly level run and good surface to Staveley.
31 $\frac{1}{2}$	Brimington	2		
30 $\frac{1}{2}$	Ringwood	1		
29	↑ Staveley (Church.)	1 $\frac{1}{2}$	4 $\frac{1}{2}$	Entering town bear <i>r.</i> , after crossing rly. and in 300 yds. <i>l.</i> to church, opposite which turn <i>r.</i> over good undulating road to Barlborough. Keep straight on through village, and just after leaving turn <i>r.</i> , and fair, level run to Whitwell.
26	Barlborough	3		At fork in centre of village bear <i>l.</i> , and 1 $\frac{1}{2}$ m. further turn <i>r.</i> to Worksop. Gently undulating road, but bad surface.
23	Whitwell (Church.)	3	10 $\frac{1}{2}$	

CHESTERFIELD TO GAINSBOROUGH—continued.

Places on the Road.	Mileage.		General description of the Road.
	Inter-mediate.	Total.	
Worksop (Market Place.)	4 $\frac{1}{2}$	15	Proceed E. by Potter St., Cheapside, and Retford Rd. to Manton Lodge. Bear <i>l.</i> under rly. br., and keep <i>r.</i> at Osberton Lodge to 4 $\frac{1}{4}$ m., where bear <i>l.</i> and slight fall to Ranby. Good surface.
Manton Lodge	1 $\frac{3}{4}$		
Osberton Lodge	$\frac{3}{4}$	19 $\frac{3}{4}$	Turn sharp <i>r.</i> at Chequers Inn, and over undulating road past Babworth and over level crossing. Turn <i>l.</i> and cross canal br., and take next turn <i>r.</i> , then <i>r.</i> again at West Retford Ch., into Bridgegate and on to Market Sq., East Retford. Good macadam surface.
Ranby (Chequers Inn.)	2 $\frac{1}{4}$		
Babworth	2 $\frac{1}{4}$		Leaving sq., keep <i>l.</i> past Parish Ch. along Moorgate, short rise bearing <i>r.</i> , and fall to canal br., and straight on to Welham. Turn <i>l.</i> at cross-roads, and forward to Clarborough, on leaving which turn <i>r.</i> (d.p.) up steep hill, then easy descent to Wheatley, and sharp rise through village. Keep straight on at cross-roads, then take first turn <i>l.</i> , and after an undulating run of 1 $\frac{1}{2}$ m., turn sharp <i>l.</i> at fork (d.p.) to Saundby. In $\frac{1}{2}$ m. turn <i>r.</i> (d.p.) over level rly. crossing, and straight on over Trent Br. (toll for bicycle $\frac{1}{2}$ d.) (a), then <i>l.</i> down Bridge St. and Silver St. to Market Pl., Gainsborough. Good surface.
East Retford..... (Market Square.)	1	23	
Welham	2		
Clarborough	1		
↑ Wheatley	2		
Saundby	2 $\frac{1}{2}$		
Level Crossing.....	$\frac{3}{4}$		
Gainsborough. (Market Place.)	2 $\frac{1}{4}$	33 $\frac{1}{2}$	

CHESTERFIELD TO GAINSBOROUGH. *Reverse.*—(a) Proceed down Silver St. and Bridge St., and at end of paving turn *r.* over Trent Br. (toll for bicycle $\frac{1}{2}$ d.), and after passing over level crossing turn *l.* After passing Saundby turn *r.* at d.p., and entering S. Wheatley keep *r.*, after which road bears *l.* At foot of steep hill into Clarborough turn *l.*, and at cross-roads at Welham turn *r.* Enter E. Retford by Moorgate to Market Sq., then turn *r.* along Bridgegate, turn *l.* at W. Retford Ch., and *l.* again into Hospital Rd., over canal br. when keep *r.* Keep straight forward to Chequers Inn, when turn *l.*, and at fork in $\frac{1}{2}$ m. keep *r.* Then straight on, bearing *l.* to Worksop. Leaving by Mansfield Rd. bear *r.* at fork at 1 $\frac{1}{4}$ m., then direct forward to Staveley. Turn *l.* at church, and *r.* just before crossing rly., then *l.* over rly. at next fork, then direct forward to Chesterfield.

NOTE.—(a) See note (a) to Route 25.

ROUTE 56A. STAVELEY TO BEIGHTON.

Places on the Road.	Mileage.		General description of the Road.
	Inter-mediate.	Total.	
STAVELEY (Church.)	...	...	Keep straight on past church (on <i>l.</i>), then easy run to Eckington. Keep straight forward,

Route 56. STAVELEY TO BEIGHTON—*continued.*

<i>Miles from Beighton.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
2 $\frac{1}{2}$	Eckington (Church.) ↑	3 $\frac{1}{4}$		having village on <i>L.</i> , and opposite church keep <i>r.</i> at fork, and straight on over cross-roads immediately after. Thence straight forward up steep hill to Halfway Houses, where cross Killamarsh—Mosborough Road, and smartly undulating run (bearing <i>r.</i> at fork in 1 m.) to Beighton. Bear <i>L.</i> round church into village. Bad surface throughout.
1 $\frac{1}{2}$	Half-way Houses ↑	1		
	BEIGHTON (Church.)	1 $\frac{1}{2}$	5 $\frac{3}{4}$	

STAVELEY TO BEIGHTON. *Reverse.*—Bear *r.* round church, and *L.* immediately after, then straight on, skirting Eckington, and *L.* at fork after leaving village. Thence direct road to Staveley.

ROUTE 57. MANSFIELD TO ROTHERHAM.

<i>Miles from Rotherham.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
23 $\frac{3}{4}$	Mansfield ↓	...	...	Route 31 to Pleasley, and take first turn to <i>r.</i> , up a rough ascent; level undulating road through Stony Houghton, rough surface. Thence to Clowne is level, with exception of one or two very rough steep ascents and descents. Surface heavy and sandy, improves near Clowne.
20 $\frac{3}{4}$	Pleasley..... ↓	3		
19 $\frac{1}{4}$	Stony Houghton..... ↓	1 $\frac{1}{2}$		
13 $\frac{1}{2}$	Clowne ↓	5 $\frac{3}{4}$	10 $\frac{1}{4}$	Short ascent out of Clowne, cross br. over colliery line, and keep straight ahead (<i>L.</i> to Barlborough, <i>r.</i> to Cuckney); long gradual ascent, good surface. Keep to <i>L.</i> and immediately <i>r.</i> , and descend short hill through Nitticar Wood to Pebley Dam. Undulating fair road to top of Killamarsh Moor, whence descend very rough and dangerous hill, and turn sharp to <i>r.</i> ; still descend, cross canal, and a very hilly route, the descents requiring care to Swallow Nest.
11 $\frac{1}{4}$	Nitticar Wood ↓	2 $\frac{1}{4}$		
11	Pebley Dam ↓	$\frac{1}{4}$		
8 $\frac{1}{2}$	(Killamarsh 16 m.) Turning for Rotherham.. ↑	2 $\frac{1}{2}$		Bear <i>L.</i> , then <i>r.</i> , crossing Sheffield—Worksop Road. The road continues hilly, but the gradients are not so severe as in previous stage. Indifferent macadam surface. Short but very steep and dangerous descent into Whiston.
5 $\frac{3}{4}$	Swallow Nest ↓	2 $\frac{3}{4}$	18	
4 $\frac{3}{4}$	Aughton ↓	1		
2 $\frac{1}{2}$	Whiston ↓	2 $\frac{1}{4}$	21 $\frac{1}{4}$	Bear <i>L.</i> from village, and cross Bawtry—Sheffield

Route 57. **MANSFIELD TO ROTHERHAM**—continued.

Miles from Rotherham.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
$\frac{1}{2}$	Moorgate	$1\frac{3}{4}$		Road. After ascending gradual slope, undulating run, with better surface, to Moorgate. Entering Rotherham, turn sharp <i>r.</i> down Mansfield Rd., a steep descent (requiring care), then bear <i>l.</i> at foot along Wellgate to centre of town.
	Rotherham..... (Town Hall.)	$\frac{3}{4}$	$2\frac{3}{4}$	

MANSFIELD TO ROTHERHAM. Reverse.—From Town Hall proceed by College St. and Wellgate, out of which turn *r.* up Mansfield Rd. At top, turn *l.* along Moorgate, and keep straight forward to Swallow Nest. Bear *l.*, then *r.*, at the fork on the hill, thence direct road to Killamarsh Moor, where in $\frac{1}{2}$ m., after crossing canal, turn *l.*, and at top of hill from Nitticar Wood turn sharp *l.* again. Straight on through Clowne, and at fork $5\frac{1}{2}$ m. further turn *l.* $1\frac{1}{4}$ m. further join Chesterfield Road and bearing *l.* follow Route 31 (reverse) to Mansfield.

ROUTE 58. **CUCKNEY TO SHEFFIELD.**

Miles from Sheffield.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
$18\frac{1}{2}$	CUCKNEY	...	...	Turn to <i>r.</i> at end of village, level road, good gravel surface at first, followed by bad chalk, through Cresswell and Clowne, indifferent to Barlborough.
$14\frac{1}{4}$	Cresswell	$3\frac{3}{4}$		
13	Clowne	$1\frac{3}{4}$		$7\frac{1}{4}$ Long rough descent to Renishaw, cross colliery crossing; bad level road over canal to Eckington Sta. Cross the rly. Bad level road by Eckington, which lies to <i>l.</i> of road. Beyond is a long steep ascent to Mosborough, very bad surface.
$11\frac{1}{4}$	Barlborough	$1\frac{1}{4}$		
$9\frac{1}{4}$	Renishaw	2		$12\frac{1}{4}$ Bad road, three long ascents and descents, to Intake, then long descent, very bad holey road, bad stone setts by Broad St., ascent up High St. to Parish Ch., Sheffield.
$8\frac{1}{2}$	Eckington Rly. Station	$\frac{3}{4}$		
	↑			
$6\frac{1}{4}$	Mosborough	$2\frac{1}{4}$		
3	Intake	$3\frac{1}{4}$		
	↓			
	SHEFFIELD	3	$18\frac{1}{2}$	
	(Parish Church.)			

CUCKNEY TO SHEFFIELD. Reverse.—Proceed up High St., and along Broad St., and forward to Intake, on leaving which bear *r.*, keep *r.* through Mosborough, and *l.* at fork on reaching Renishaw Park walls. Thence keep straight forward to Cuckney.

ROUTE 59.

KILLAMARSH MOOR TO MOSBOROUGH.

Miles from Mosboro.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
2 $\frac{3}{4}$	KILLAMARSH MOOR (Turning for Rotherham.)	...	...	Instead of turning <i>r.</i> for Rotherham (see Route 57) keep straight on, cross canal br., and short steep descent into Killamarsh. Then long, easy ascent, growing steeper at top into Mosborough. Indifferent surface.
				
2	Killamarsh MOSBOROUGH	3 $\frac{1}{4}$ 2	2 $\frac{3}{4}$	

KILLAMARSH MOOR TO MOSBOROUGH. *Reverse*.—Turning *l.* at N. end of Mosborough, a perfectly direct road through Killamarsh to junction with Rotherham Road (see Route 57).

ROUTE 60. CHESTERFIELD TO PLEASLEY.

Miles from Pleasley.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
11 $\frac{3}{4}$	Chesterfield ... (Church.)	...	...	After leaving the church on the <i>l.</i> , a short descent to and over the M. S. & L. Rly., and under the Mid. Rly. in a due E. direction, ascend the short steep hill opposite, with cemetery on <i>r.</i> Keep to <i>l.</i> , and ascend second short steep hill, and follow the main road straight to Bolsover, through Calow and Duckmanton, leaving which keep <i>r.</i> , and in short $\frac{1}{2}$ m. <i>l.</i> , crossing once more at intervals the M. S. & L. and Mid. Rlys. Up and down hill, but rideable most of the way. The road is good all the way. Steep climb into Bolsover (for Mansfield—Rotherham Road keep forward through village, turn sharp <i>l.</i> opposite church, and join road in $1\frac{1}{2}$ m.)
9 $\frac{3}{4}$	Calow..... (Church.)	2		
7 $\frac{1}{4}$	Long Duckmanton.....	2 $\frac{1}{2}$		
5 $\frac{1}{4}$				6 $\frac{1}{2}$ Forward down main st. and turn <i>r.</i> at church, and immediately after <i>l.</i> In $\frac{1}{2}$ m. turn <i>r.</i> at fork, and immediately <i>l.</i> , then fairly level run forward, bearing <i>r.</i> at fork at $2\frac{1}{4}$ m. to Glapwell. Turn <i>l.</i> at cross-roads in village, then straight forward over fairly level road, ending in easy descent into Pleasley. Good surface.
	Bolsover (Castle.)	2		
2	Glapwell	3 $\frac{1}{4}$		
	PLEASLEY (Market Cross.)	2	11 $\frac{3}{4}$	

CHESTERFIELD TO PLEASLEY. *Reverse*.—Keep *l.* after passing under rly. at sta., and forward to Glapwell. Turn *r.* at cross-roads, and in a few yards turn *l.* through

gates At $2\frac{1}{2}$ m. turn *L.*, and forward to Bolsover Ch., where turn *r.* and then *L.* up main street. At $1\frac{1}{4}$ m. keep *L.*, and *L.* after leaving Long Duckmanton. At fork after next rly. br. turn *r.*, bear *L.* through Calow to Chesterfield.

ROUTE 1. ASHBOURNE TO BUXTON.

Miles from Buxton.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
20	ASHBOURNE ↑ (Market Place.) ↑ ↑	...	...	Leave by Buxton Rd., a short steep ascent by church, then long descent, followed by sharp undulations to Fenny Bentley (bearing <i>L.</i> at fork at 2 m.). Long, stiff climb, overhung with trees, then a series of steep undulations to New Inn. Good surface.
		↓	I	
17 $\frac{3}{4}$	Fenny Bentley.....	1 $\frac{1}{4}$		
14 $\frac{1}{2}$	New Inn	3 $\frac{1}{4}$	5 $\frac{1}{2}$	Bear <i>r.</i> and then <i>L.</i> , then a fair limestone road, with alternating ascents and descents, sometimes steep, to Newhaven Inn, where bear <i>L.</i> at fork, over a similar sharply rising and falling road, keeping straight forward at all forks and cross-roads to Hurdlow Ho.
10 $\frac{3}{4}$	Newhaven P.H.	3 $\frac{3}{4}$		
6	Hurdlow Ho. P.H.....	4 $\frac{3}{4}$	14	Keep straight on, road still undulating heavily until at 4 m. Buxton is seen in the valley, and after a series of undulations, steep descent into town. At foot of London Rd. bear <i>r.</i> to Market Pl., cross same to Crescent, and at end turn round <i>L.</i> to P.O.
5	Duke of York P.H.....	I		
$\frac{1}{2}$	↑			
		↓		
	BUXTON (G.P.O.)	5	20	

ASHBOURNE TO BUXTON. Reverse.—From P.O. bear round *r.* along Crescent, cross Market Pl., and bear *L.* up London Road. Keep straight forward at $\frac{1}{2}$ m., and straight on to Newhaven Inn, where bear *r.*, and forward to Ashbourne Market Pl.

ROUTE 62. ASHBOURNE TO SHEFFIELD.

Miles from Sheffield.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
35	ASHBOURNE (Market Place.)	...	...	Route 61 to Newhaven Inn, where bear <i>r.</i> at fork and keep straight on, immediately after at cross-road (<i>r.</i> to Winster) easy descent under
25 $\frac{3}{4}$	Newhaven P.H.	9 $\frac{1}{4}$		

Route 62. ASHBOURNE TO SHEFFIELD—*continued.*

<i>Miles from Sheffield.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
22 $\frac{3}{4}$	Middleton ↓	3		rly. br., and long easy ascent, at top of which turn r. over undulating road to Middleton. Rather steep descent through village, then fairly level to Youlgreave. Indifferent limestone surface.
21 $\frac{1}{4}$	Youlgreave (Church.)	1 $\frac{1}{2}$	13 $\frac{3}{4}$	Thence two sharp descents, the second dangerous owing to sharp turn l. over Alport Br. Keep by riverside to junction with road from Matlock, when follow Route 42 to Bakewell. Indifferent surface.
20 $\frac{3}{4}$	Alport Bridge	$\frac{1}{2}$		
19	Junction with Matlock Rd.	1 $\frac{3}{4}$		
16 $\frac{3}{4}$	Bakewell (Market Place.)	2 $\frac{1}{4}$	18 $\frac{1}{4}$	From Market Pl. turn r., past Castle Hotel, cross Derwent river br., and take first road to l., then steep climb out of town, bearing r. at fork, at $\frac{3}{4}$ m., with fair surface. Crossing rly., gradual rise to Birchill Lodge, where keep l. (r. to Pilsley). Long winding descent, then level, with bad surface. Cross Derwent Br. and turn r. into Baslow.
15	Birchill Lodge	1 $\frac{3}{4}$		
12 $\frac{1}{2}$	Baslow (Church.)	2 $\frac{1}{2}$	22 $\frac{1}{2}$	Pass through village and up slight hill, keeping l. beyond Wheatshaf Inn (r. to Chesterfield). Long steep climb to Burbage Mill, thence long gradual slope, followed by rising undulating road to Peacock Inn, marking the summit of the moor. Fair limestone surface.
10 $\frac{3}{4}$	Burbage Mill	1 $\frac{3}{4}$		
7 $\frac{1}{2}$	Peacock P.H.	3 $\frac{1}{4}$	27 $\frac{1}{2}$	Take l.-hand forward road (r. to Holmesfield, 1 $\frac{1}{2}$ m.), then long steep descent with occasional sharp turns through Totley to Totley Bottom, then slightly undulating road, gradually falling by R. Sheaf, through Abbeydale (Beauchief Abbey $\frac{1}{2}$ m. on r.), past Millhouses to London Rd., over indifferent macadam. Follow tramlines with good paving, up the Moor, and down Fargate (bad paving) to Parish Church, Sheffield.
5 $\frac{3}{4}$	Totley (Beauchief Abbey 3 $\frac{1}{2}$ m.)	1 $\frac{3}{4}$		
2 $\frac{3}{4}$	Millhouses	3		
	SHEFFIELD (Parish Church.)	2 $\frac{3}{4}$	35	

ASHBOURNE TO SHEFFIELD. Reverse.—Follow tramlines up Fargate and down the Moor until shortly before rly. br. at 1 $\frac{1}{2}$ m., where bear r. at fork and forward to Peacock Inn. Take centre road and on to Baslow, and after passing church bear l. over Derwent Br., and l. on crossing. At Birchill Lodge keep l., and from Bakewell follow Route 42 for 2 $\frac{1}{4}$ m., when turn r., at first of two roads leading off (the second crosses the river), 1 m. further keep r., and r. again after crossing Alport Br. In Youlgreave keep straight forward (avoiding road leading off r. from centre of village), and keep l. again in $\frac{1}{2}$ m. Bear r. through Middleton, and at next cross-roads turn l. and forward to Newhaven Inn, whence follow Route 61 (reverse).

ROUTE 63.

ROWSLEY TO CHATSWORTH AND
BASLOW.

Miles from Baslow.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
5½	ROWSLEY.....	...	...	Cross the river on the <i>l.</i> of the Peacock Hotel, proceed under the rly. and past the rly. sta., then turn to the <i>l.</i> , past a row of cottages, to Beeley, keeping to the extreme <i>l.</i> , and passing church on <i>r.</i> , and continue to South Lodge of Chatsworth Park. Keep to <i>l.</i> , cross the river and ascend for ¾ m. the park road to the top (good view of Chatsworth House may be had here). Continuing there is a steep descent, keep to <i>l.</i> at foot, rounding the village of Edensor on the <i>l.</i> Passing through the park gates, ascend the fairly short and easy hill opposite, then a similar descent, with a fairly sharp and nearly level corner at the bottom, and continue on a level road to Baslow; cross the river and continue, on the <i>r.</i> ½ m. further, to Baslow (Nether end). Good limestone surface.
3¾	Beeley (Church.)	1¾		
3¼	Entrance Chatsworth Pk..	½		
1¾	Edensor.....	1½		
	BASLOW (Church.)	1¾	5½	

ROWSLEY TO CHATSWORTH AND BASLOW. Reverse.—Forward to the Bridge End of Baslow; cross river (church on *l.*), turn to the *l.* and continue forward through the park gates to Edensor village. Leaving the village gates on *r.*, continue on the park road, keeping to the extreme *r.* and direct up the ascent, and after ascent cross the R. Derwent, keeping to the *r.*, and shortly entering the village of Beeley. At this point keep to the extreme *r.*, and at Rowsley Rly. Sta. turn to the *r.*, and then under the rly., and, crossing the river, to the centre of the village.

ROUTE 64.

CHESTERFIELD TO STOCKPORT.

Miles from Stockport.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
37	Chesterfield ...	...	...	Road paved, and tramlines to New Brampton; then a rough macadam, and ascends for 3 m. From the summit there is a fine run down of
36	New Brampton.....	1		

Route 64. CHESTERFIELD TO STOCKPORT—continued.

Miles from Stockport.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
29	Wheat Sheaf P.H.	7		about 5 m. to the Wheatsheaf; the last mile requires great care, surface very good. Turn to <i>L.</i> near foot of hill, go past Wheatsheaf and Peacock Hotels to Baslow village.
28½	Baslow (Church.)	½	8½	Beyond church keep to <i>r.</i> , undulating road, good surface. At Calver, cross Derwent Br., stiff rise in village. At cross-roads keep straight ahead (<i>L.</i> to Bakewell, <i>r.</i> to Hathersage). The road is fair and level to Stoney Middleton.
26½	Calver.....	2		
25½	Stoney Middleton	1	11½	A gradual rise up the dale, surface very good (fine rocky scenery) (half-way up, <i>r.</i> to Eyam, ½ m.). At the end of the dale, 2 m., the climb ceases and a long steep descent ensues, followed by a corresponding climb. Half a mile beyond the summit are the cross-roads. Keep straight ahead (<i>L.</i> to Tideswell, ½ m.). The road is hilly, with a fair surface, by Peak Forest, then undulating to Sparrowpit Inn.
		2		
20¾	Lane Head P.H.....	2¾	21½	The road continues very fair, and is down hill most of the way. Slight descent into Chapel-en-le-Frith.
17¼	Peak Forest	3½	23½	Keep straight forward, with good limestone rd., gradually falling to Whaley Bridge.
15½	Sparrowpit Inn	1¾	26¾	Bear <i>r.</i> and follow Route 42 to Stockport.
13½	Chapel-en-le-Frith	2	37	
10¼	Whaley Bridge.....	3¼		
	Stockport	10¼		

CHESTERFIELD TO STOCKPORT. *Reverse.*—Route 42 (reverse) to Whaley Br., where bear *L.* at cross-roads, and to *r.* under rly. br., and forward to Chapel-en-le-Frith. Bear *r.* after passing church, and in 300 yards *L.*, then straight forward to fork at 9½ m., where keep *r.*, and again forward to Calver. Here bear *r.* at church, and *L.* into and through Baslow, and *r.* past Wheatsheaf Inn; 1 m. further bear *r.* at fork, then straight forward to Chesterfield.

ROUTE 65. MANSFIELD TO LONGNOR.

Miles from Longnor.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
33½	Mansfield	...	...	Route 31 to near Temple Normanton, which leave on the <i>r.</i> (<i>r.</i> to Chesterfield, <i>L.</i> to Tibshelf), indifferent road, cross Mid. Rly. and descend rough hill, requiring care, then good to Grass-
24½	Temple Normanton ...	9		

Route 65. MANSFIELD TO LONGNOR—*continued.*

Miles from Longnor.	Places on the Road.	Mileage.			General description of the Road.
		Inter- medi- ate.	Total.		
23½	Grassmoor.....	I ↓ ↓ ↓ ↓	I ½		moor, where there is a short, very steep descent, requiring great care. Beyond is a stiff rise and a descent which is absolutely dangerous to rly. br.; gradual slight ascent through Tupton Moor, here cross main Derby and Chesterfield Road; undulating through Nether Moor (r. to Wingerworth, 1 m.), bear l. and cross foot br. over stream, and long, rough ascent through wood, followed by two very steep, rough rises and falls; thence long, easy rise by Birkin Lane, after which cross main road from Matlock to Chesterfield. Beyond, the road traverses open moorland, nearly level, but wretched surface—a deeply cut cart track (l. to Darley, 3½ m.). Long and dangerous descent into Rowsley (l. to Matlock, 7 m., r. to Chatsworth, 3 m.).
22¼	Tupton Moor		¾		
21¼	Nether Moor.....	I ↓	I		
20¼	↑				
		↓ ↓ ↓			
12½	Rowsley		7¾	21	Cross river br. and under rly. and follow Route 42 to Bakewell.
9¼	Bakewell	↑ ↑ ↑	3¼	24¼	Pass by church and ascend very long, steep hill, (and keep r. at fork at 1 m.); indifferent undulating road, with several steep rises and falls; better surface into Monyash.
4½ 3¼	Monyash		4¾ 1¼	29	Easy descent with awkward corner, rough road, then descent and cross main road, Ashbourne to Buxton. Cross High Peak Rly. and ascend stiff rise, by sharp corner, to Sparklow; level, good surface, followed by steep ascent to Cronkston Grange; winding descent by High Needham, good limestone surface to top of Crowdecote (the descent is dangerous), at foot cross R. Dove, and ascend slope into Longnor. Indifferent road.
	Crossing Ashbourne— Buxton Road.....	↑ ↑ ↑			
2¾	Sparklow		1½ ¾ ¼		
2	Cronkston Grange.....		1½ ¾ ¼		
1½ ¾	High Needham		1½ ¾ ¼		
	Crowdecote	↓ ↓ ↓	¾ ¼ ¼		
	LONGNOR		¾	33½	

MANSFIELD TO LONGNOR. *Reverse.*—Bear l. at fork after leaving Longnor, and l. and r. at Crowdecote, and forward (great care necessary in descending from Sparklow owing to crossing) to Bakewell. Turn r. at foot of hill from church and follow Route 42 (reverse) to Rowsley. After crossing br. turn l., and in short distance r.; keep r. at fork 4 m. further, and straight forward to Temple Normanton, where join road from Chesterfield, and follow Route 31 (reverse) to Mansfield.

ROUTE 66. BAKEWELL TO TIDESWELL.

<i>Miles from Tideswell.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
7 $\frac{3}{4}$	BAKEWELL	...	...	Route 42 to Ashford, where take second turn <i>r.</i> for Monsal Dale, indifferent road ascends all the way to Monsal Dale (Edgestone Head); steep descent to the dale.
5 $\frac{3}{4}$	Ashford	2		
4 $\frac{1}{2}$	Monsal Dale	1 $\frac{1}{4}$	3 $\frac{1}{4}$	Keep straight forward, and fair road leads from Edgestone Head, and rises gradually for a mile, then undulates to Wardlow, from which it descends for nearly a mile, very steep pitches in places. At Wardlow-mires turn to <i>L.</i> (<i>r.</i> to Baslow, etc.), long rise (very fair road) with hilly road to Lane Head Inn, where turn <i>L.</i> for Tideswell; easy road into the town.
	(Edgestone Head.)			
2 $\frac{1}{2}$	Wardlow	2		
	(Church.)			
	↓			
1 $\frac{3}{4}$	Wardlow-mires Inn ...	$\frac{3}{4}$		
$\frac{1}{2}$	Lane Head Inn	1 $\frac{1}{4}$		
	TIDESWELL	$\frac{1}{2}$	7 $\frac{3}{4}$	
	(Church.)			

BAKEWELL TO TIDESWELL. Reverse.—Forward to Lane Head Inn, where turn *r.*, and 1 $\frac{3}{4}$ m. further, at Wardlow-mires, turn *r.* at d.p. Keep straight on at Edgestone Head (*L.* to Longstone) to Ashford, where turn *L.*, join Buxton Road, and follow Route 42 (reverse) to Bakewell.

ROUTE 67. MONSAL DALE TO HASSOP.

<i>Miles from Hassop.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
2 $\frac{1}{2}$	MONSAL DALE	...	...	From Edgestone Head proceed by d.p. for Longstone, very fair easy road through Little Longstone to Great Longstone, keep to <i>L.</i> through the village. There is an ascent beyond followed by undulating road with a stiff rise to Hassop.
	(Edgestone Head.)			
1 $\frac{1}{2}$	Great Longstone	1		
	HASSOP	1 $\frac{1}{2}$	2 $\frac{1}{2}$	

MONSAL DALE TO HASSOP. Reverse.—Keep *r.* through Great Longstone, and join Bakewell—Tideswell Road at Edgestone Head.

ROUTE 68. LEEK TO BUXTON.

Miles from Buxton.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
12	Leek	...	...	From the top of the Market Pl., turn sharp <i>r.</i> down Stockwell St. (paved), and straight on up Buxton Road, rising easily to Moss Rose Inn. Here, at d.p., bear <i>l.</i> , and after a gentle fall of $\frac{1}{2}$ m., short and very steep and dangerous descent, followed by a rise of similar gradient. After level interval, another steep descent to R. Churnet, and heavy climb to Upper Hulme. Fair surface.
	(Market Place.)			
11 $\frac{1}{4}$	Moss Rose P.H.	$\frac{3}{4}$ $\frac{1}{2}$		
10 $\frac{1}{4}$	↑			
9	Churnet Bridge	1 $\frac{3}{4}$		3 $\frac{1}{4}$ Bear <i>r.</i> at fork (leaving school on <i>l.</i>), thence steep ascent for 1 $\frac{1}{4}$ m., afterwards easier for 1 m., then level for another m. At all d.p.'s. keep straight forward. Descent becomes fairly steep past 7th m.s., followed by a similar rise, and just past the top, after passing Flash Inn, turn sharp <i>l.</i> Undulating run for 1 $\frac{1}{4}$ m., then another dangerous descent, and another more so in $\frac{3}{4}$ m. Immediately over level rly. crossing (gates sometimes closed) turn sharp <i>l.</i> down another steep hill, then easy fall right into Buxton. At Burbage Ch. (on <i>l.</i>) take <i>l.</i> -hand road (St. John's Rd.), and straight forward to G.P.O. Fair surface generally.
8 $\frac{3}{4}$	↑			
	Upper Hulme	$\frac{1}{4}$		
	(Sunday School)			
8 $\frac{1}{2}$	↑			
7 $\frac{1}{2}$	↑			
			3 $\frac{1}{2}$	
4 $\frac{3}{4}$	↑			
4 $\frac{1}{2}$	Flash Inn	$\frac{3}{4}$ 1 $\frac{3}{4}$		
1 $\frac{1}{2}$	Level Crossing	$\frac{1}{2}$		
$\frac{3}{4}$	Burbage	$\frac{3}{4}$		
	(Church.)			
	BUXTON	$\frac{3}{4}$	12	
	(G.P.O.)			

LEEK TO BUXTON. Reverse.—Forward up St. John's Rd., bear *l.* at large lamp, and *l.* again just past Burbage Ch. (d.p.). At little over 1 $\frac{1}{4}$ m. keep up centre road, and 150 yds. further turn sharp *r.* over level crossing. At 4 $\frac{1}{2}$ m. bear *r.* at d.p., and $\frac{1}{4}$ m. further *l.* at d.p., then direct forward to Leek. Enter by Buxton Rd. and Stockwell St.; turn *l.* at top of latter into Market Pl.

ROUTE 69. BUXTON TO SHEFFIELD.

Miles from Sheffield.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
27	BUXTON	...	...	Route 42 (reverse) to about a m. beyond the summit of Topley Pike, where turn <i>l.</i> down Sandy Dale to Miller's Dale Sta. ; all down hill, fair limestone surface.
23 $\frac{1}{4}$	Topley Pike	3 $\frac{3}{4}$		
20 $\frac{1}{2}$	Miller's Dale Rly. Sta.	2 $\frac{3}{4}$	6 $\frac{1}{2}$	Keep <i>r.</i> up a long, steep climb, then winding descent through Tideswell Dale, level into village. Good surface.
18	Tideswell	2 $\frac{1}{2}$	9	Keep straight through village, gradual ascent to main road, where go straight ahead (<i>r.</i> to Stoney Middleton, <i>l.</i> to Peak Forest, <i>l.</i> oblique to Castleton), and bear <i>r.</i> $\frac{1}{2}$ m. further; bad, undulating road to Foolow. Then long, steep, roughish descent to Eyam, short ascent out of village, then level, followed by long descent, gradual at first, then several steep bits down Goatscliff, very steep near foot, and a very awkward turn to <i>l.</i> , which is dangerous; road now fairly level; dangerous descent with sharp turn into Grindleford.
15 $\frac{1}{4}$	Foolow	2 $\frac{3}{4}$		
13	Eyam	2 $\frac{1}{4}$		
10 $\frac{1}{2}$	Grindleford Bridge.....	2 $\frac{1}{2}$	16 $\frac{1}{2}$	Pass to <i>r.</i> across Derwent Br., steep climb, through Padley Woods to Fox House; good limestone road, but generally channelled by water.
8	Fox House Hotel	2 $\frac{1}{2}$	19	Turn to <i>l.</i> at back of Hotel, steep ascent for $\frac{1}{4}$ m. beyond, then level, followed by long, gradual, winding descent to Whirlow Br., where cross stream, roughish limestone road. Steep, short descent to Eccleshall Ch. Long descent, roughish surface to Hunter's Bar, thence level and good along Eccleshall Rd. to tramlines (paved), which follow to terminus. Keep <i>l.</i> up Pinstone St., passing Municipal Buildings on <i>r.</i> , then bear <i>r.</i> down Fargate to church gates.
4 $\frac{1}{2}$	Whirlow Bridge	3 $\frac{1}{2}$		
2 $\frac{3}{4}$	Eccleshall	1 $\frac{3}{4}$		
	(Church.)			
	SHEFFIELD	2 $\frac{3}{4}$	27	
	(Parish Church.)			

BUXTON TO SHEFFIELD. Reverse.—Up Fargate, past Municipal Buildings, where turn *l.* down Pinstone St. to tramlines, which follow to fork, where leave them and turn *r.* down Eccleshall Rd., past Hunter's Bar (passing Eccleshall Ch. on *r.*), over Whirlow Br., and forward to Fox House Hotel. A few yards beyond turn *l.*, and forward to Grindleford Br., $\frac{1}{2}$ m. past which bear *r.* at fork. From $\frac{3}{4}$ m. past Foolow bear *l.* at two successive forks, to Tideswell. Keep *l.* after passing church, through village, and *r.* $\frac{1}{2}$ m. beyond. At Miller's Dale Sta. keep *l.* under rly., and *r.* at next fork, to junction with road from Bakewell, when turn *r.* and follow Route 42.

ROUTE 70. BUXTON TO CASTLETON.

Miles from Castleton.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
10 $\frac{3}{4}$	BUXTON (G.P.O.)	...	...	Leave by Spring Gardens, and turn to left. A long steep ascent leads up for Fairfield, where the road bears to <i>L.</i> across the Common, fair limestone surface. The road then rises and falls to Dove Holes. Descent to Plumpton Toll Gate, where turn sharp to <i>r.</i> (<i>L.</i> to Chapel 1$\frac{3}{4}$ m.) Long ascent to Sparrowpit Inn, steep at top. Keep straight on and bear to <i>r.</i> in village (<i>L.</i> to Chapel-en-le-Frith, <i>r.</i> to Peak Forest). Steep descent from village to Perryfoot, followed by very steep and rough ascent. Beyond is a long gradual rise to the top of the Wynnatts Pass, rough surface, fair at sides. There is an extensive view from the summit. The descent towards Castleton is very dangerous, the surface is stony at first, but though better lower down, the road winds about in a most abrupt manner, with acute corners. Nice run down to Castleton on the straight, good surface.
9 $\frac{3}{4}$	Fairfield	1		
7 $\frac{1}{4}$	Dove Holes.....	2 $\frac{1}{2}$		
6 $\frac{1}{4}$	Plumpton Toll Gate	1	4 $\frac{1}{2}$	
	↑			
5	Sparrowpit Inn	1 $\frac{1}{4}$		
	↓			
4	↑ Perryfoot	1		
	⌵	2		
	↓			
	CASTLETON	2	10 $\frac{3}{4}$	

BUXTON TO CASTLETON. Reverse.—Leave Castleton by road to W., bear *L.* at 2 m., then forward to Plumpton Toll Gate, where turn *L.* Then direct forward to Buxton, where bear round *r.* from top of Spring Gardens to G.P.O.

ROUTE 71.

BUXTON TO CHAPEL-EN-LE-FRITH.

Miles from Chapel-en-le-Frith	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
6 $\frac{1}{4}$	BUXTON	...	...	Route 70 to Plumpton Toll Gate, where bear <i>L.</i>, and long, steep descent into Chapel-en-le-Frith. Fair surface.
1 $\frac{1}{4}$	Plumpton Toll Gate	4 $\frac{1}{2}$		
	↓			
	CHAPEL-EN-LE-FRITH ...	1 $\frac{3}{4}$	6 $\frac{1}{4}$	

BUXTON TO CHAPEL-EN-LE-FRITH. Reverse.—Leaving Chapel, keep *r.* at successive forks, to Plumpton Toll Gate, then, bearing *r.*, Route 70 (reverse) to Buxton.

ROUTE 72.

CHAPEL-EN-LE-FRITH TO SHEFFIELD.

Miles from Sheffield.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
23 $\frac{3}{4}$	CHAPEL-EN-LE-FRITH ... (Church.)	...	...	Proceed down High St. through Town End, where bear to <i>l.</i> at d.p. (<i>r.</i> to Buxton), just beyond great care is needed across very projecting tram lines. Road is unmistakable and very good surface, with gradual rise to Main Tor, from which the road descends with many windings, ending with straight run into Castleton.
	...	5		
16 $\frac{3}{4}$	Castleton	2	7	
14 $\frac{3}{4}$	Hope	2		Level, fair road to Hope (1 $\frac{1}{2}$ m.), then level and undulating by the R. Derwent. Turn to <i>l.</i> into Hathersage.
10 $\frac{1}{4}$	Hathersage	4	13	Steep ascent through the town, turn sharp to <i>r.</i> and ascend long, very steep hill, surface rather bumpy. After an easy descent, there is another stiff rise to Fox House, surface very fair. Thence by Route 69 to Sheffield.
	...			
8	Fox House Hotel	2 $\frac{3}{4}$		
	SHEFFIELD	8	23 $\frac{3}{4}$	

CHAPEL-EN-LE-FRITH TO SHEFFIELD. *Reverse*.—Route 69 (reverse) to Fox House Hotel, turning *r.* round which keep straight forward, and direct to Castleton. 2 m. further keep *r.* at fork, and forward to Chapel-en-le-Frith.

ROUTE 73. HATHERSAGE TO BASLOW.

Miles from Baslow.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
7	HATHERSAGE	...	...	Taking first turn <i>l.</i> on leaving village by Castleton Road, undulating run direct forward to Grindleford Br., from which steep dangerous descent, turning sharp <i>r.</i> at foot. Smartly undulating road to cross-roads at Calver, where turn <i>l.</i> through village and over the Derwent Br. Easily undulating run by R. Derwent to Baslow, where turn <i>l.</i> at church into village. Good surface.
4 $\frac{1}{4}$	Grindleford Bridge... ..	2 $\frac{3}{4}$		
	...			
2	Calver	2 $\frac{1}{4}$		
	(Cross-roads.)			
	BASLOW	2	7	
	(Church.)			

HATHERSAGE TO BASLOW. *Reverse*.—At western end of village turn *r.* at d.p., and *r.* again at Calver cross-roads, and forward to Castleton—Sheffield Road, where turn *r.* into Hathersage.

ROUTE 74. HATHERSAGE TO ASHOPTON.

<i>Miles from Ashopton.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
5½	HATHERSAGE	...	...	From the village keep to the <i>r.</i> on to the Castleton Road, good and almost level for nearly 2 m., when turn to <i>r.</i> opposite Marquis of Granby Inn. Gentle ascent to and through Bamford; beyond keep to <i>l.</i> at fork to the Sheffield and Glossop Highway (Lady Bower Inn), where turn to <i>l.</i> Good descending road to Ashopton.
2½	Bamford	2¾		
	ASHOPTON	2½	5½	

HATHERSAGE TO ASHOPTON. *Reverse.*—At Lady Bower Inn turn *r.*, and forward to and through Bamford, and at Marquis of Granby Inn, turn *l.* to Hathersage.

ROUTE 75. UTTOXETER TO ASHBOURNE.

<i>Miles from Ashbourne.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
12¼	UTTOXETER	...	...	Leaving Town Hall on <i>l.</i> , proceed up High St., and down, and at foot bear <i>l.</i> , and again <i>r.</i> uphill. At top, at d.p. (Three Tuns Inn in fork), bear <i>r.</i> , and at 1¼ m. <i>r.</i> again (d.p.) and over level rly. crossing, and direct rd. to Roccester. Excellent surface and almost level.
10¾	Level Crossing	1½		
6¾	Roccester	4	5½	At Red Lion Inn turn sharp <i>l.</i> (d.p.) and over another level rly. crossing, and bear <i>r.</i> (avoiding road on <i>l.</i> over river). Rather steep rise and similar fall, needing care half-way down. Easy run to Ellastone, where turn <i>r.</i> at P.O. (d.p.), down steep, winding hill, and at foot bear <i>r.</i> , across bridge and up similar ascent. Thence to Mayfield numerous bye-roads turn off <i>r.</i> and <i>l.</i> , but keep straight on, over smartly undulating road. From Mayfield P.O. steep descent to br., at which turn <i>r.</i> and cross, and straight forward to Ashbourne Market Place. Good macadam surface, except last 1½ m., which is rough and rutty.
6	↑			
			1¼	
4¼	Ellastone		1¼	
	(Post Office.)			
2¾	↑			
1¾	Mayfield	2½		
	(Post Office.)			
	ASHBOURNE	1¾	12¼	
	(Market Place.)			

UTTOXETER TO ASHBOURNE. *Reverse.*—Leaving Market Pl. in direction of church keep straight to br. at 1½ m., when, after crossing, turn *l.* (d.p.). At Ellastone P.O.

turn sharp *l.* down hill, and in 200 yards keep straight forward at d.p. At 6 m. bear *l.* at d.p., and at foot of hill bear *l.* to Rocester. Turn sharp *r.* at d.p. at head of street, and after crossing river br. take *l.* of three roads, and direct forward to Uttoxeter.

ROUTE 76. LEEK TO UTTOXETER.

Miles from Uttoxeter.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
20½	Leek (Market Place.)	...	...	Leaving Market Pl. by Sheep Market, turn <i>l.</i> down St. Edward St., and straight forward up Compton, at top of which pavement ends. At ½ m. take <i>l.</i> hand road down fairly steep hill, then long steep rise to 2½ m., followed by dangerous descent to Cheddleton Br. Similar ascent, and sharp fall at 4½ m., followed by rise to Wetley Rocks. Fair macadam surface.
	↑	↓	½	
19	↑	↓	2¼	
	↑	↓	½	
17¼	Cheddleton Bridge.....			5½ Bear <i>l.</i> at d.p. uphill, and 1 m. further, <i>l.</i> again at d.p. After level run bear <i>r.</i> at 2½ m., then long, easy descent, growing steeper, and requiring care on approaching Cheadle. Moderate surface.
	↑	↓	1¼	
	↑	↓		
15	Wetley Rocks	1		
10	Cheadle..... (Cross.)	5	10½	14¼ Thence rise with poor surface, afterwards level; at 3¼ m. keep <i>r.</i> at fork, then direct forward road, with easy descents and rise to Uttoxeter. Fair surface.
7	Upper Tean..... (Clock Tower.)	3		
6½	Lower Tean	¾		
5½	Checkley	1		
	UTTUXETER	5½	20½	
	(Town Hall.)			

LEEK TO UTTOXETER. Reverse.—Keep straight on up High St., and bear *l.* down next slope, and *l.* again at ¼ m. farther by Three Tuns Inn. At 4¼ m. bear *l.*, and at 5¾ m. *l.* again, through Lower Tean, and *r.* at end of village to Upper Tean, where turn *r.* at d.p. on clock tower, and on reaching Cheadle, where the telegraph wire

leaves the road, turn sharp *l.* up street opposite Bird-in-Hand Inn. At top bear *l.* round Roman Catholic Ch., and opposite gate of same turn *r.* up street to Market Cross. Here turn *r.*, and bear *l.* past New Town Hall, uphill. At colliery, just past first m.s., bear *r.*, and in 1 m. at top of long rise, bear *l.* (d.p.) At $3\frac{3}{4}$ m. bear *r.* and forward to Leek. Steep descent down Compton, then forward up St. Edward St., and sharp *r.* up Sheep Market into Market Pl.

NOTE.—(a) The above route takes into Cheadle, but the rider going straight on should not turn *r.* here, but keep forward, past the Black Horse and Alton Castle Inns, and then straight on up hill as above.

ROUTE 77. CHEADLE TO LEEK.

(Via Ipstones.)

The following route is not recommended for cyclists, that via Wetley Rocks (Route 76) being much better in every way. It affords a shorter route, however, for Ashbourne, turning *r.* instead of *l.* at Bottom House Inn, and following Route 51 (reverse) to Ashbourne.

Miles from Leek.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
12	CHEADLE..... (Market Cross.) ↑	...	...	Proceeding eastward bear <i>l.</i> round New Town Hall, uphill, and just beyond top bear <i>r.</i> (following single telegraph wire) down a poor road, which improves somewhat on rising. Then sharp descent and ascent, and at $2\frac{1}{2}$ m. very steep, winding, and dangerous descent, to near to Froghall Sta. Cross rly. br. and turn <i>l.</i> down and up very steep hill, and after $\frac{3}{4}$ m. level, rise continues, sometimes very steep, through Ipstones to $5\frac{3}{4}$ m., where descend to Bottom House Inn (a). Very indifferent surface. Turn <i>l.</i> and follow Route 51 to Leek.
		↓	$1\frac{3}{4}$	
		↓	$\frac{3}{4}$	
9	Froghall Railway Sta. ↓	$\frac{1}{2}$		
		↓		
$8\frac{1}{2}$	↑			
	↑			
7	↑ Ipstones..... ↑	2		
		↓	$\frac{3}{4}$	
		↓		
$4\frac{3}{4}$	Bottom House P.H. ...	$1\frac{1}{2}$		
	Leek	$4\frac{1}{4}$	12	

CHEADLE TO LEEK (VIA IPSTONES). *Reverse.*—Route 51 (reverse) to Bottom House Inn, where turn *r.*, and bear *l.* at top of hill past Froghall Sta. (d.p.), and forward to Cheadle.

NOTE.—(a) This road goes direct to Buxton, but it is very bad after Bottom House, and tourists bound for that place will find it profitable to go via Wetley Rocks and Leek.

ROUTE 78. CHEADLE TO ROUGH CLOSE.

Miles from R ^{gh} Close.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
6½	CHEADLE..... (Market Cross.)	...	...	Proceeding westward from the Cross, bear <i>r.</i> at end of street, at the fountain. Long, easy undulations terminating in rather steeper descent past St. Peter's Ch., Forsbrook. Join road from Uttoxeter, and turn sharp <i>r.</i> to Blythebridge Rly. Sta., crossing rly. on level. At first turn (in about 100 yds.) bear <i>l.</i> up a rather narrow lane, rising easily, with excellent surface, for 2 m. At d.p. cross Leek—Sandon Road, and level ½ m., then steep and rough descent to Rough Close. With the exception of the 2 m. mentioned above, the surface is very inferior.
3	Forsbrook	3½		
2¾	Blythebridge Rly. Sta. (Level Crossing.)	¼		
	⇩ ↓			
	ROUGH CLOSE	2¾	6½	
	(Inn.)			

CHEADLE TO ROUGH CLOSE. *Reverse.*—Keep straight forward for Cheadle. At road end turn *r.* for Blythebridge Rly. Sta., ¼ m. beyond which turn sharp *l.* around high wall. Entering Cheadle, bear *l.* at fountain to Market Cross.

ROUTE 79. ROUGH CLOSE TO LEEK.

Miles from Leek.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
13	ROUGH CLOSE	...	...	Proceeding to junction with Sandon Rd., turn <i>l.</i> (d.p.), and rather steep descent to crossing Uttoxeter—Longton Road at Meir. Short rise, then level for 1 m., and ¾ m. rise and fall, and another, but shorter, ascent and descent. Then gradients become heavier, long, easy rise for 1 m., and at cross-roads ½ m. further keep straight on to steep descent ½ m. further. Similar rise to Wetley P.O., ½ m. past which join Cheadle Rd. at Wetley Rocks. Variable macadam surface. Follow Route 76 (reverse) to Leek.
	↑ (Inn.)			
	⇩ ↓			
10¾	Meir	2½		
	(King's Arms.)			
	↓	4		
	↑			
6	Wetley	¾		
	(Post Office.)			
5½	Wetley Rocks	½		
	Leek	5½	13	
	(Market Place.)			

ROUGH CLOSE TO LEEK. *Reverse.*—Route 76 to Wetley Rocks, where bear *r.* at d.p., and *l.* entering Wetley village. For Rough Close turn sharp *r.* at d.p. at 12 m., and straight on to inn.

ROUTE 80.

NEWCASTLE-UNDER-LYME TO LEEK.

Miles from Leek.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
11½	Newcastle (Post Office.)	...	...	Forward up and down Iron Market, and at foot take the centre one of three roads (King St.), rising steeply. At $\frac{3}{4}$ m. descent begins and becomes steep and dangerous to Etruria Rly. Sta., followed by a fairly steep ascent of $\frac{1}{4}$ m., at top of which bear <i>L.</i> along Cobridge Rd. In 50 yds. is a dangerous diagonal level crossing, then fair ascent to Cobridge. Rough and very lumpy surface.
10¼	Etruria Rly. Station ... ↑	1¼		
9¾	Level Crossing.....	½		
9	Cobridge	¾	2½	
8¼	Holden Hill Viaduct..... ↓	¾		Keep straight on, crossing Hanley—Burslem Road (with tramlines), and forward down Leek Rd., crossing rly. by br., and immediately <i>r.</i> along Leek New Rd. Rise under Holden Hill Viaduct, then steep fall and rise, then long easy slopes to Endon, with fair surface.
4¾ 2½	Endon ↑	3½	6¾	
2	Longdon (Post Office.) ↑	2¾		
	Leek (Market Place.) ↓	1½	11½	

NEWCASTLE TO LEEK. Reverse.—From Market Pl. proceed down Sheep Market, turn *L.* down St. Edward St., and at foot *r.* down Broad St., bearing *r.* at foot over rly. br. At Endon bear *L.* (d.p.), and 2½ m. further *r.* at d.p. ("to Burslem"), where telephone wires go *L.*; at foot of descent from Holden Hill Viaduct bear *L.* (*r.* to Burslem). Descending Cobridge Rd., beware of level crossing. On reaching foot of King St., Newcastle, bear *L.* up Iron Market to P.O.

ADDENDUM TO ROUTE 80.

TO BURSLEM, and on to junction again with road.—Follow Route 81 to Trubshaw Cross, where turn *r.* through Longport up Newcastle St. and follow tramlines to George Hotel. Turn *L.* past Sneyd Ch. and Nile St. and up North Road, joining Route 80 at Globe Inn. *In reverse.*—Turn *r.* ½ m. past Holden Hill Viaduct, leaving Globe Inn on *L.*, and forward up Nile St. to George Hotel, where turn *r.* and up Waterloo Rd. to Town Hall, and down Newcastle St. to Longport. Bear *L.* at Trubshaw Cross, follow Route 81 (reverse) to Newcastle. Distance between leaving Route 81 and joining Route 80, 1½ m. Newcastle to Burslem Market Pl., 3½ m. Rough macadam through Burslem.

ROUTE 81. NEWCASTLE-UNDER-LYME TO MIDDLEWICH.

A better route than the following is to follow route as below via Talke.

Miles from Middlewich	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
18 $\frac{1}{4}$	Newcastle (Post Office.)	...	...	Proceeding up and down Iron Market, at foot bear slightly <i>l.</i> , taking <i>l.</i> -hand of three roads (Queen St.), having church on <i>l.</i> Continuous rise to Wolstanton, whence slightly downward tendency for $\frac{1}{2}$ m. to St. Andrew's Ch., where bear round to <i>r.</i> , down fairly steep hill. Near the foot, the road crosses rly., and bears <i>l.</i> , and then <i>r.</i> again past Longport P.O., rising slightly to Trubshaw Cross (large lamp in centre). Here bear <i>l.</i> , down Davenport St., and rising, join in $\frac{1}{4}$ m. the road from Longton, whence long steady rise (sometimes steep) to Town Hall, Tunstall. Rough macadam surface, particularly bad in wet weather.
16 $\frac{3}{4}$	Wolstanton ... (Post Office.)	1 $\frac{1}{2}$		
15 $\frac{1}{2}$	Longport (Post Office.)	1 $\frac{1}{4}$		
15 $\frac{1}{4}$	Brownhills	$\frac{1}{4}$		
14 $\frac{1}{2}$	Tunstall	$\frac{3}{4}$	3 $\frac{3}{4}$	
13 $\frac{1}{4}$	Goldenhills	1 $\frac{1}{4}$		Keep straight on through town, along Knutsford Rd., steadily rising for 1 $\frac{1}{4}$ m. to end of Goldenhills village. Keep to <i>r.</i> , and after $\frac{1}{4}$ m. long, winding, and dangerous descent to Kidsgrove. At foot of hill bear <i>r.</i> , under rly. arch, with diagonal level crossing in 100 yds., and forward to Red Bull. Keep straight on over Newcastle—Congleton Road, then a gradual rise of $\frac{3}{4}$ m., and short run down to Lawton Arms. Fair surface, but rather uneven near Tunstall.
12	Kidsgrove ⌵	$\frac{1}{4}$	1	
11 $\frac{1}{4}$	Red Bull	$\frac{3}{4}$		
10	Lawton Arms P.H.	1 $\frac{1}{4}$	8 $\frac{1}{4}$	
5 3 $\frac{1}{2}$	Sandbach Sandbach Railway Sta.	5 1 $\frac{1}{2}$	13 $\frac{1}{4}$	
	MIDDLEWICH	3 $\frac{1}{2}$	18 $\frac{1}{4}$	Keep straight forward through town (<i>l.</i> Crewe, <i>r.</i> Congleton), passing rly. sta., and running alongside canal over good and almost level road to Middlewich.

NEWCASTLE TO MIDDLEWICH. Reverse.—Keeping *r.* at church, forward to Sandbach, 3 $\frac{1}{4}$ m. beyond which turn *r.* and cross canal. Keep *l.* at cross-roads in $\frac{3}{4}$ m., and forward to Lawton Arms, where follow d.p. “to Hanley”; straight on over cross-roads at 1 $\frac{1}{4}$ m., and at Kidsgrove turn *l.* up hill. Keep straight on through Tunstall till $\frac{3}{4}$ m. past Town Hall, when bear *r.* at large lamp in fork. Bear *l.* round Longport P.O. and forward to Newcastle, using care in descending Queen St.

A better route is to follow Route 104 (reverse) to just past Talke P.O., when bear *l.* (old toll bar in fork, telegraph wires go *r.*) down a fairly long hill, at first steep, and needing care, then easy rise to Lawton Arms, and thence as above. *In reverse*, bear *r.* at Lawton Arms (d.p.), rising over rly. br., and forward to Talke, where Congleton Road is joined, and thence by Route 104 to Newcastle. Distance to Talke 4 $\frac{1}{2}$ m., Lawton Arms 7 $\frac{1}{4}$ m., Middlewich 17 $\frac{1}{4}$ m.

ROUTE 82. NEWCASTLE-UNDER-LYME TO KNUTSFORD.

A better route to Lawton Arms is that via Talke (see Note to Route 8r).

<i>Miles from Knutsford.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
24 $\frac{1}{2}$	Newcastle	...	...	Route 8r to Lawton Arms Inn. Leaving which bear r. at fork (l. to Sandbach), then direct forward under canal br. (road here cobble paved), and then with good surface, and generally level, but occasional short undulations, to Brereton. Bear l. into hamlet, and r. on leaving, and a direct, level, and excellent road on to Holmes Chapel. Thence by Route 51 to Knutsford.
16	Lawton Arms P.H.	8 $\frac{1}{2}$		
13 $\frac{1}{2}$	<i>Fourlanes End</i> (Post Office.)	2 $\frac{1}{2}$		
10 $\frac{1}{4}$	Brereton	3 $\frac{1}{4}$		
	(Bear Inn.)			
9 $\frac{1}{4}$	<i>Parkhouse Lodge</i>	1		
8	Holmes Chapel	1 $\frac{1}{8}$	16 $\frac{1}{4}$	
	KNUTSFORD	8	24 $\frac{1}{2}$	

NEWCASTLE TO KNUTSFORD. *Reverse.*—Route 51 (reverse) to Holmes Chapel, and straight forward to Brereton. Bear l. past Bear Inn, and r. past Brereton Park Gates (on l.), and direct forward to Lawton Arms, whence by Route 8r to Newcastle (see Note at head).

ROUTE 83. NANTWICH TO CONGLETON.

<i>Miles from Congleton.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
18	NANTWICH	...	...	At end of square turn l. along Hospital St., to first part of which fair setts, afterwards macadam. At end of street (opposite a 16th century house) turn sharp l., and almost immediately r. (d.p.) under telegraph wires. After passing Willaston Board School keep l.-hand forward road at d.p. In next $\frac{1}{4}$ m. bear r. (Wistaston Ch. on l.), and forward to Crewe. Good macadam surface.
	(Market Square.)			
16 $\frac{1}{2}$	<i>Willaston Board School</i> ..	1 $\frac{1}{2}$		
16	<i>Wistaston Church</i>	$\frac{1}{2}$		
				
14	Crewe	2	4	Keep straight on, crossing rly. at sta. to Crewe Green, where at church in fork bear l., and on through Haslington and Wheelock. Sharp rise to canal br., and short rise, at top of which keep straight on past brick Congregational Chapel to Sandbach. Good surface. Bear r. into Market Pl.
	(Railway Station.)			
13	Crewe Green.....	1		
12	Haslington	1		Leave by Congleton Road, passing Water Tower on r., good level road. At 1 $\frac{1}{4}$ m. bear r. (l. to
	(Post Office.)			
9 $\frac{1}{2}$	Wheelock	2 $\frac{1}{2}$		
	(Post Office.)			
8	Sandbach	1 $\frac{1}{2}$	10	
	(Market Place.)			

Route 83. NANTWICH TO CONGLETON—continued.

Miles from Congleton.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
5 $\frac{3}{4}$	Arclid (Workhouse.)	2 $\frac{1}{4}$	18	Brereton), and forward over cross-roads at Arclid Workhouse (L. Holmes Chapel, r. Church Lawton). Thence level run, eventually beginning to slightly undulate, and terminating in easy descent to Congleton. Fair surface.
3 $\frac{1}{4}$	Wagon and Horses P.H.	5		
	Congleton (Lion and Swan.)	3 $\frac{1}{4}$		

NANTWICH TO CONGLETON. *Reverse.*—Proceed up main street, keeping l. at top and forward along West St. to Waggon and Horses Inn, where take the centre road to Sandbach. On reaching the centre of the town bear l. round Bank along Wheelock Rd. Beyond Wheelock P.O. bear r., following telegraph wires to Crewe Green, where at d.p. bear l. Keep straight forward past Crewe Rly. Sta., and 2 m. further, at d.p. bear r. Entering Nantwich turn l. and immediately r. up Hospital St., and r. again at top into Market Sq.

ALTERNATIVE ROUTE.

NANTWICH TO SANDBACH.

Miles from Sandbach.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
10	NANTWICH (Market Square.)	...	...	Turn <i>r.</i> at end of church railings, and almost immediately <i>l.</i> along Pepper St. and, at end, sharp <i>r.</i> along Market St. In $\frac{1}{4}$ m. turn <i>l.</i> with telegraph wires, leaving them in $\frac{1}{4}$ m. and turning <i>r.</i> at cemetery gate. Beyond the 2nd m.s. cross Marshfield Br., and at top of a short hill turn <i>r.</i> In $\frac{1}{4}$ m. bear <i>l.</i> at fork, at top of West St. turn sharp <i>r.</i> along Hightown, and <i>l.</i> along Victoria St. At end turn <i>r.</i> down Market St., and in 50 yds. <i>l.</i> along Earle St. Cross rly. br., and bearing <i>r.</i> over a second rly. br. straight forward along Hungerford Rd. At end bear <i>r.</i> to Crewe Green, thence as above. Good surface.
7 $\frac{3}{4}$	Marshfield Bridge	2 $\frac{1}{4}$		
6	Crewe (Clock Tower.)	1 $\frac{3}{4}$		
5	Crewe Green	1		
	SANDBACH	5	10	

Reverse.—Above reverse to Crewe Green, where bear r. at d.p., and almost immediately turn l.; over rly. br., along Earle St., to Market St.; up which turn r., and in 50 yds. turn l. along Victoria St., bearing r. along Hightown, and turning l. along West St. At 7 $\frac{1}{2}$ m. turn sharp l., and entering Nantwich turn l. out of Market St., along Pepper St., into Market Sq.

NOTE.—If continuing to Tarporley and Chester (in reverse) Nantwich may be avoided by keeping to r. on entering town, and following the road to the cemetery. Here keep to l., and shortly after crossing river l. again, joining the Nantwich-Tarporley Road at Henhall. This is a much better road than going through the town.

ROUTE 84. CONGLETON TO CHAPEL-EN-LE-FRITH.

Miles from C.-en-le-Frith	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
19 $\frac{1}{2}$	Congleton (Lion and Swan.) ↑ ⌘	...	...	Proceed down main st. facing Lion and Swan Hotel, and cross R. Dane. Very stiff rise; at top of hill keep <i>r.</i> (d.p.), then smartly undulating run to Gawsworth, with good surface.
17 $\frac{3}{4}$	Eaton.....	1 $\frac{3}{4}$		
15	Gawsworth	2 $\frac{3}{4}$		
12 $\frac{1}{2}$	Flowerpot P.H.	2 $\frac{1}{2}$		4 $\frac{1}{2}$ Follow telegraph wires, with long gradual slopes, trending upwards to Flowerpot Inn, where turn sharp <i>r.</i> , and steady fall into Macclesfield.
11 $\frac{1}{2}$	Macclesfield ...	1	8	Cross Park Green, and along Sunderland St. into Water Green, and <i>l.</i> past rly. sta., <i>l.</i> along Commercial Rd., and <i>r.</i> up Hurdfield Rd. Long steady climb, with short fall and rise to Rainow. Poor surface.
9	Rainow ↓ ⌘	2 $\frac{1}{2}$	10 $\frac{1}{2}$	Steep and very dangerous descent from the village, followed by a series of long slopes, up and down, and long descent into Kettleshulme. Heavy rough climb through village, and, after short level, fairly steep descent to Whaleybridge. Indifferent surface.
4 $\frac{3}{4}$	↓ Kettleshulme	4 $\frac{1}{4}$		
3 $\frac{1}{4}$	Whaleybridge	1 $\frac{1}{2}$	16 $\frac{1}{4}$	The village lies a little to <i>l.</i> Forward over cross-roads (<i>l.</i> Stockport, <i>r.</i> Buxton), and forward under rly., thence a good limestone road, steadily rising to Chapel-en-le-Frith.
	CHAPEL-EN-LE-FRITH ... (Church.)	3 $\frac{1}{4}$	19 $\frac{1}{2}$	

CONGLETON TO CHAPEL-EN-LE-FRITH. Reverse.—Leaving by road to W. (Market St.), straight forward over cross-roads at Whaleybridge and direct forward to Macclesfield. Enter by Hurdfield Rd., bear *l.* past rly. sta., cross Water Green, and straight forward past Queen's Hotel on *r.*, cross Park Green, and straight on by Park Lane to Flowerpot Inn, where turn sharp *l.*, and direct road to Congleton.

NOTE.—The road from Macclesfield to Whaleybridge is extremely hilly, and great care must be exercised throughout when riding in either direction.

ROUTE 85. BUXTON TO KNUTSFORD.

Miles from Knutsford.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
23	BUXTON (G.P.O.)	...	...	Leaving P.O. on <i>l.</i> , proceed along St. John's Rd., gradually rising to fork at Burbage, where bear

Route 85. BUXTON TO KNUTSFORD—continued.

Miles from Knutsford.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
22 $\frac{1}{4}$	Burbage.....	$\frac{3}{4}$		<i>l.</i> up long steady rise; $\frac{1}{2}$ m. further bear <i>r.</i> (<i>l.</i> to Leek) under rly. br., still rising to 2 m. Short level, and again rise for a mile, with fair surface. Then easy descent; bear <i>r.</i> at fork (<i>l.</i> to Bosley), and long steady rise to Cat and Fiddle Inn. Thence long descent with one short rise, and varying surface, to junction with old road, where turn <i>r.</i> and easy descent over canal, becoming steeper and paved under rly., and bending <i>l.</i> round rly. sta. to Water Green. Forward along Sunderland St., bending <i>r.</i> at G.P.O. along Mill St. and into Market Pl. (a).
19 $\frac{1}{2}$	Function of Bosley Road..	2 $\frac{3}{4}$		
18 $\frac{1}{4}$	↑ Cat and Fiddle P.H.	1 $\frac{1}{4}$		
14	Dog P.H.....	4 $\frac{1}{4}$		
12	↓ Function of Old Road	2		
11	Macclesfield ... (Market Place.)	1	12	Turning <i>l.</i> round Branch P.O., forward along Chestergate, and at end bear <i>l.</i> along Chester Rd.; good setts through town. Steady rise to Broken Cross, where keep straight forward (d.p.) and avoid roads to <i>l.</i> over undulating but gradually falling road, with good surface, to Monk's-heath.
9 $\frac{1}{2}$	Broken Cross	1 $\frac{1}{2}$		
6 $\frac{1}{4}$	Monk's-heath (Post Office.)	3 $\frac{1}{4}$	16 $\frac{3}{4}$	Crossing Congleton—Stockport Road good level run to Chelford Lane Ends, where take second road on <i>r.</i> (d.p.) and cross rly. at Chelford Rly. Sta., thence level and fair surface until nearing Knutsford, when moderate descent into town. At foot turn sharp <i>l.</i> at lamp, rising past rly. sta.
5 $\frac{1}{4}$	Chelford Lane Ends.....	1		
4 $\frac{3}{4}$	Chelford Railway Sta..	$\frac{1}{2}$		
	KNUTSFORD (Square.)	4 $\frac{3}{4}$	23	Turn <i>r.</i> round sta. past gaol, along Princess St. to square.

BUXTON TO KNUTSFORD. Reverse.—Proceed down Princess St. After passing gaol turn *l.* at lamp and at foot of hill, *r.* and forward to Chelford, where keep straight on at cross-roads and the same at Monk's-heath (d.p.) Direct road right into Macclesfield Market Pl. Leave by Mill St. or Church Wall Gate to Water Green, then passing under rly. br. at sta. (on *r.*) leave town by Buxton Rd., turn *l.* at fork after crossing canal, and forward over winding road, keeping direct forward road to Buxton, which enter by St. John's Rd. to P.O.

NOTE.—(a) To join the Stockport and Manchester Road turn *r.* after passing under rly. br. past Gas Works, and along Hibel Rd., turning *r.* along Beech Lane.

ROUTE 85A.

MACCLESFIELD TO SWETTENHAM.

Miles from Swettenham.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
9 $\frac{1}{4}$	Macclesfield ...	...	...	Route 85 to Broken Cross, where turn <i>l.</i> and in 50 yds. take road to <i>r.</i> (<i>l.</i> to Gawsworth). A good easy undulating road to Lower Pexall. Here take middle road (<i>l.</i> to Gawsworth, <i>r.</i> to Henbury), gradually falling road to Siddington, cross Congleton—Alderley Road. In first $\frac{1}{2}$ m. bear to <i>l.</i> , then good level road and keep <i>l.</i> -hand side of triangle at Withington and forward to Swettenham, after keeping <i>r.</i> at fork and <i>l.</i> after crossing small brook.
7 $\frac{1}{2}$	Broken Cross	1 $\frac{1}{2}$		
6	Lower Pexall	1 $\frac{3}{4}$		
4	Siddington	2		
2	Withington (Triangle.)	2		
	SWETTENHAM (Church.)	2	9 $\frac{1}{4}$	

MACCLESFIELD TO SWETTENHAM. Reverse.—From back of church *l.* and at once *r.*, then keep to *l.* until crossing brook second time, then in $\frac{1}{4}$ m. to *r.*, and *r.* at triangle, and direct to Siddington. On to Lower Pexall, then take middle road and forward to Broken Cross, whence Route 85 (reverse) to Macclesfield.

ROUTE 86. BUXTON TO CONGLETON.

Miles from Congleton.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
16 $\frac{1}{4}$	BUXTON (G.P.O.)	...	...	Leaving G.P.O. on <i>l.</i> proceed along St. John's Rd., slightly rising to Burbage, moderate surface. Then begins a long steady rise, getting steeper after passing under High Peak Rly. for $\frac{3}{4}$ m., then steady rise continuing.
15 $\frac{1}{2}$	Burbage.....	$\frac{3}{4}$		
14 $\frac{1}{4}$	High Peak Rly. Bridge	$\frac{3}{4}$		
	↓			At 3 $\frac{1}{4}$ m. from Buxton, turn <i>l.</i> and keep straight forward over steady falling road, which becomes steeper after 2 m., approaching Allgreave road dips sharply round to the village and turn sharp to <i>r.</i> down very dangerously steep hill, cross Clough Brook at foot and ascend a similarly steep but longer hill, and after passing cross-road [<i>l.</i> to (d.p.) Wincle,] road begins to fall, and bends to <i>r.</i> , half-way down sharp to <i>l.</i> , road still falling, then up long steep gradient from top, road falls at first steadily, becoming steeper, rough and in places grass-grown and dangerous, and after passing Bosley Reservoir, a good road rising gently to crossing Leek—Macclesfield Road. Keep straight on over gradual falling road for 1 m.
13	Function of Roads.....	1 $\frac{3}{4}$	3 $\frac{1}{4}$	
	↓			
9 $\frac{1}{4}$	Allgreave	3 $\frac{3}{4}$		
	↓			
9	Clough Brook	$\frac{1}{4}$		
	↑			
7 $\frac{1}{2}$	Cross-roads	1 $\frac{1}{2}$		
7 $\frac{1}{4}$	Clenlow Cross	$\frac{1}{4}$		
	↓			

Route 86. **BUXTON TO CONGLETON**—*continued.*

<i>Miles from Congleton.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
5 $\frac{3}{4}$	↑ ⌄			followed by easy undulation, crossing R. Dane a fairly steep rise, then easy undulating continues. After crossing canal begins a long steady descent (which requires care) into Buglawton, then slight ascent and steady fall into Congleton. Good surface all the way from Bosley.
4 $\frac{1}{4}$	Cross-roads, Leek— Macclesfield	3		
2 $\frac{1}{2}$	River Dane	1 $\frac{3}{4}$		
1 $\frac{1}{4}$	Buglawton	1 $\frac{1}{4}$		
	Congleton (Town Hall.)	1 $\frac{1}{4}$	16 $\frac{1}{4}$	

BUXTON TO CONGLETON. Reverse.—Proceed along High St., and at end of Lawton St. turn *l.* through Buglawton. After crossing canal turn *l.* and again cross canal keeping straight forward; cross Leek—Macclesfield Road, and after very long steep rough hill up and a long descent, keep to *r.* at cross road and forward to Allgreave. At top of steep ascent after crossing Clough Brook turn sharp *l.*, and forward to junction of Macclesfield—Buxton Road, turning *r.* to Buxton. At Burbage keep *l.* and along St. John's Rd. to G.P.O.

ROUTE 87. **ALDERLEY EDGE TO CHAPEL- EN-LE-FRITH.**

<i>Miles from Chapel- en-le-Frith.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
16 $\frac{1}{4}$	ALDERLEY EDGE (Railway Station.)	...	...	Proceed as in Route 88 to Wizard Inn, and turn <i>l.</i> at fork in $\frac{1}{2}$ m., and keep straight forward; turn <i>l.</i> at lodge at cross-roads, then direct road to Prestbury, undulating at first with a steep descent.
15	↑ Wizard Inn	1 $\frac{1}{4}$		
12 $\frac{1}{4}$	↓ Prestbury (Church.)	2 $\frac{3}{4}$	4	At junction of roads at foot turn <i>r.</i> and then <i>l.</i> through village, and up long steady ascent past rly. sta.; turn <i>r.</i> over rly., then fair fall and rise to cross-roads (<i>l.</i> to Stockport). Turn <i>r.</i> and follow Macclesfield Road for $\frac{1}{4}$ m.; at Orange Tree Inn turn <i>l.</i> , and up gradual rise and under
11 $\frac{1}{4}$	Orange Tree P. H.	1		

Route 87. ALDERLEY EDGE TO CHAPEL-EN-LE-FRITH—continued.

Miles from C-en-le-Frith	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
9½	Bollington..... (Cross.)	1¾		rly. and canal, and straight on over rough paved road, with short sharp rise; at centre of town turn sharp <i>l.</i> and up very steep short hill, and forward to Pott Shrigley.
	↑			
8½	Pott Shrigley (Church.)	1	7¾	Fair road, half width paved. At church turn <i>r.</i> , road ascends steadily for 1½ m., then easier, and up again, and after slight fall joins Macclesfield—Chapel Road (see Route 84); here turn <i>l.</i> down steep and long descent, and forward by Kettleshulme to Chapel-en-le-Frith.
6½	Junction with Macclesfield Road	2		
	↓			
4¾	Kettleshulme	1¾		
	CHAPEL-EN-LE-FRITH ... (Market Place.)	4¾	16½	

ALDERLEY EDGE TO CHAPEL-EN-LE-FRITH. *Reverse.*—Turn *r.* out of Market Pl. along Market St., and under rly. 1¾ m. past Kettleshulme turn *r.* at top of hill, *l.* at Pott Shrigley Ch., *r.* in Bollington, *r.* at Orange Tree Inn, and in ¼ m. *l.* Then *r.* after Prestbury Ch. and sharp *l.* Turn *r.* at Lodge Gate, and *r.* at junction of roads into Alderley, *r.* to sta.

ROUTE 88.

ALDERLEY EDGE TO MACCLESFIELD.

Miles from Macclesfield	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
5½	ALDERLEY EDGE (Railway Station.)	...	...	Proceed down main st., and at Tatton Arms keep <i>l.</i> up paved road. After 100 yds. good macadam replaces paving, and gradient is not quite so heavy for ½ m., but then becomes very steep. From the top a good and slightly undulating road past Wizard Inn, and after a short level and slight drop keep to <i>r.</i> at fork and forward to cross-roads. Here turn <i>l.</i> (d.p.), and again shortly to <i>r.</i> , over gently falling road, ending in sharp descent and ascent. At top of hill keep <i>l.</i> over moderate and undulating road into Macclesfield. Keep straight on down Chestergate to Market Pl.
	↑			
4¾	↑			
4¼	Wizard P.H.	1¼		
3	Cross-roads	1¼		
	Macclesfield ... (Market Place.)	3	5½	

ALDERLEY EDGE TO MACCLESFIELD. *Reverse.*—Leave Macclesfield by Chestergate; at end of pavé keep *r.*, and in $1\frac{3}{4}$ m. turn *r.*, and again keep *l.* and then *r.* at Old Smithy (d.p.). Then straight forward, and at foot of Wizard Hill, opposite Trafford Arms, turn *r.* for rly. sta. (for Manchester cross rly. br. and bear *r.*)

ROUTE 89.

ALDERLEY EDGE TO SANDBACH.

<i>Miles from Sandbach.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
15 $\frac{1}{4}$	ALDERLEY EDGE (Railway Station.)	...	...	Proceed down main street, and at Trafford Arms turn <i>r.</i> and cross rly. br. Turn <i>l.</i> round Chorley Hall, thence a good and easy road to Chelford; with the exception of two short patches of paving, excellent surface.
14 $\frac{1}{2}$	Chorley Hall.....	$\frac{3}{4}$		
11 $\frac{1}{4}$	Chelford Lane Ends	3 $\frac{1}{4}$	4	Keep straight on over cross-roads (<i>l.</i> Macclesfield, <i>r.</i> Knutsford) (d.p.) on gently undulating road. At 2 m. turn <i>l.</i> , and in short $\frac{3}{4}$ m. <i>r.</i> with sharp fall and rise to Jodrell, then level to Twemlow. Here turn <i>r.</i> (d.p.), and in 200 yds. <i>l.</i> (d.p.) to a long descent to R. Dane, and after sharp rise on opposite side turn <i>r.</i> and cross rly. br. to Holmes Chapel. Surface excellent.
7 $\frac{3}{4}$	Jodrell	3 $\frac{1}{2}$		
6 $\frac{3}{4}$	Twemlow	1		Turn <i>l.</i> at cross-roads (forward, Middlewich, <i>r.</i> Knutsford), and straight on to Brereton. Bear <i>l.</i> into hamlet, and <i>r.</i> opposite park gates, and <i>r.</i> again at next fork (d.p.) Join Congleton Rd., and turning <i>r.</i> follow Route 83 (reverse) to Sandbach. Level road and excellent surface from Holmes Chapel.
5 $\frac{1}{2}$	Dane Bridge	1 $\frac{1}{4}$		
4 $\frac{1}{2}$	Holmes Chapel	1	10 $\frac{3}{4}$	
2 $\frac{1}{4}$	Brereton	2 $\frac{1}{4}$		
1 $\frac{1}{4}$	Function with Congleton Road.....	1		
	SANDBACH	1 $\frac{1}{4}$	15 $\frac{1}{4}$	

ALDERLEY EDGE TO SANDBACH. *Reverse.*—Route 83 to fork at $1\frac{1}{4}$ m., when bear *l.* for 1 m. and join road from Lawton Arms and follow Route 82 to Holmes Chapel. Turn *r.* after passing church, and *l.* after crossing rly. br. At Twemlow bear *r.* and then *l.*, and after leaving Jodrell keep *l.* twice in less than $\frac{1}{2}$ m., and in $\frac{3}{4}$ m. turn *r.* At Chelford Lane Ends keep straight forward (d.p.), and turn *r.* round Chorley Hall, over rly., and *l.* along main street to Alderley Rly. Sta.

ROUTE 90. NANTWICH TO WEAVERHAM.

<i>Miles from Weaverham.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
16	NANTWICH	...	..	Leaving church on <i>r.</i> turn <i>r.</i> at end of church railings, and almost immediately <i>l.</i> along Pepper St.; at end turn <i>r.</i> along Market St., and at cross-roads in $\frac{1}{2}$ m. turn sharp <i>l.</i> with telegraph
	(Market Square.)			

Route 90. NANTWICH TO WEAVERHAM—continued.

Miles from Weaverham.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
12½	Worleston (Post Office.)	3½		wires, which run direct to Weaverham. In ¾ m. cross br. and immediately bear <i>r.</i> at d.p. So far the road has been nearly level with excellent surface, but this latter now deteriorates; the road becomes narrower and more undulating, at times rather sharply. Direct forward to Church Minshull.
10	Church Minshull..... (Church.)	2½	6	At church bear <i>l.</i> (d.p.) downhill, and rise and fall to Ash Brook, from which stiff climb, then fairly level to Over.
8½	Ash Brook Bridge	1½		
6	↑ Over (Cross.)	2½	10	Keep straight forward along Delamere St. and in 1 m. bear <i>r.</i> at d.p., and 1 m. further keep straight on bearing <i>l.</i> through a clump of beeches (d.p.), following telegraph wires. Thence rough country lane for ½ m.; but then improving and crossing Northwich—Chester Road to Sandiway P.O., after which bear <i>l.</i> uphill (the telegraph wires go straight on), and at top bear <i>r.</i> and down into Weaverham. From Sandiway is rough macadam surface.
4½	Marton	1½		
2½	Sandiway (Post Office.)	2½		
	WEAVERHAM	2½	16	

NANTWICH TO WEAVERHAM. *Reverse.*—Turn *r.* from main st. almost opposite Wheatsheaf Inn, and proceed uphill past school. A little way past the top bear *l.* at fork, and in about 2 m. *l.* again at Sandiway, past red brick schools in fork, and following telegraph wires forward through Over to Nantwich, entering which about ¼ m. beyond cemetery, bear round *r.* and up Market St. Opposite Nag's Head Inn turn sharp *l.* up Pepper St., turning *r.* at end into Market Sq.

ROUTE 90A.

CHURCH MINSHULL TO MIDDLEWICH.

Miles from Middlewich	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
5	CHURCH MINSHULL..... (Church.)	...	...	Leaving church cross br. over R. Weaver, and fairly steep ascent to canal, whence level with good surface for ½ m. At cross-lane turn <i>l.</i> , and in ½ m. join Nantwich Road, whence forward by Route 107 (reverse) to Middlewich.
4½	Cross-lane	¾		
3¾	Function with Nantwich Road.....	1¾		
	MIDDLEWICH	3¾	5	

CHURCH MINSHULL TO MIDDLEWICH. *Reverse.*—Route 107 to $\frac{1}{4}$ m. beyond Minshull-Vernon Rly. Sta., when turn *r.*, and *r.* again in $\frac{1}{2}$ m., and forward to Church Minshull.

ROUTE 91. OVER TO HARTFORD.

<i>Miles from Hartford.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
$4\frac{3}{4}$	OVER (Cross.)	...	...	Leaving Over by road to N.W. keep <i>r.</i> at 1 m., and take <i>r.</i> -hand road at clump of beeches 1 m. further; keep to <i>L.</i> at fork immediately after. Bear <i>L.</i> round church in Whitegate, to junction with Chester Road, when (using care) turn <i>r.</i> to Hartford. Easy undulating road, indifferent surface.
$3\frac{1}{3}$	Marton	$1\frac{1}{4}$		
2	Whitegate (Church.)	$1\frac{1}{2}$		
$\frac{1}{2}$	<i>Junction with Chester Road</i>	$1\frac{1}{2}$		
	HARTFORD (Railway Station.)	$\frac{1}{2}$	$4\frac{3}{4}$	

OVER TO HARTFORD. *Reverse.*—Forward along Chester Road for $\frac{1}{2}$ m., and take first turn *L.* After passing church in Whitegate, bear *r.* and *L.* $\frac{3}{4}$ m. further, then direct road to Over.

ROUTE 92. MIDDLEWICH TO CHESTER.

<i>Miles from Chester.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
$20\frac{1}{2}$	MIDDLEWICH (Church.)	...	...	Forward up main st. and straight on along Northwich Rd. Fairly steep descent to river, and at top of similar ascent keep to <i>L.</i> (<i>r.</i> to Northwich) at d.p. Level run, with good surface, to near Winsford Sta. Then level, and steep descent to Winsford.
$18\frac{1}{4}$	Winsford Railway Sta.	$2\frac{1}{4}$		
17	Winsford	$1\frac{1}{4}$	$3\frac{1}{2}$	At end of town road bends <i>r.</i> , then turn <i>L.</i> and cross river, and long fairly steep rise to Over; turn <i>r.</i> at cross-roads.
$15\frac{3}{4}$	Over (Cross.)	$1\frac{1}{4}$	$4\frac{3}{4}$	
12	<i>Cross Tarporley—Harrington Road</i>	$3\frac{3}{4}$		Steady rise, with fair road, through Over, and 1 m. further turn <i>L.</i> at d.p., and direct forward over easy undulating road, with poor surface, although fair at the sides, to junction with road from Northwich.
$9\frac{1}{2}$	<i>Junction with Northwich Road</i>	$2\frac{1}{2}$		
$5\frac{1}{2}$	Tarvin	4	15	Here keep straight on, following Route 106 to Tarvin and Chester.
	Chester	$5\frac{1}{2}$	$20\frac{1}{2}$	

MIDDLEWICH TO CHESTER. *Reverse.*—Route 106 (reverse) to d.p. at $9\frac{1}{2}$ m., where bear *r.*, at $14\frac{3}{4}$ m. (1 m. after crossing Shawslane Brook), bear *r.* into Over, and $1\frac{1}{4}$ m. further turn *L.* to Winsford. After crossing br. turn *r.*, and bear *L.* in $\frac{1}{4}$ m., and forward to rly. sta. $\frac{1}{2}$ m. after Northwich Road joins (on *L.*), keep *L.* down short hill, and up into Middlewich, and straight forward down main street.

ROUTE 92A. MIDDLEWICH TO NORTHWICH.

Miles from Northwich.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
6 $\frac{1}{4}$	MIDDLEWICH	...	...	Turn <i>L.</i> at church, then straight forward. After leaving, descent and rise, and half-way up latter keep <i>r.</i> , whence easily undulating run through Davenham to Northwich. Good surface until nearing town, when it deteriorates somewhat.
1 $\frac{3}{4}$	Davenham	4 $\frac{1}{2}$		
	NORTHWICH	1 $\frac{3}{4}$	6 $\frac{1}{4}$	
	(Church.)			
	(Bull Ring.)			

MIDDLEWICH TO NORTHWICH. *Reverse*.—Leave Bull Ring by Davenham Rd., keeping Angel Hotel on *L.*, then direct forward to Middlewich.

ROUTE 93. NORTHWICH TO MIDDLEWICH.

(Via King Street.)

Miles from Middlewich.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
6 $\frac{1}{2}$	NORTHWICH	...	...	Follow Route 52 (reverse) till after crossing canal, when turn sharp <i>r.</i> over old Roman road; perfectly straight, undulating, and then almost level. Nearing Middlewich cross rly., and at sta., on joining Holmes Chapel Rd., turn <i>r.</i> down fairly steep descent to canal br. and church; surface fair, indifferent at times.
5 $\frac{3}{4}$	Station Bridge	3 $\frac{1}{4}$		
4 $\frac{3}{4}$	Canal	1		
4	Middlewich Station ..	4 $\frac{1}{2}$		
	MIDDLEWICH	1 $\frac{1}{4}$	6 $\frac{1}{2}$	
	(Church.)			

NORTHWICH TO MIDDLEWICH. *Reverse*.—At rear of church cross canal, and at rly. sta. sharp to *L.* In 4 $\frac{1}{2}$ m. cross canal, and straight forward to Bull Ring.

ROUTE 94. NORTHWICH TO EATON.

(Via Oulton Park.)

Miles from Eaton.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
10 $\frac{1}{4}$	NORTHWICH	...	...	From Bull Ring cross br. over River Weaver, turn <i>L.</i> and proceed along Route 106 (Manchester to Chester.) Turn <i>L.</i> 2 $\frac{3}{4}$ m. out, at top of first
9 $\frac{1}{4}$	Hartford Railway Sta..	1		

Route 94. **NORTHWICH TO EATON**—*continued.*

Miles from Eaton.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
7½	Turning for Whitegate ..	1¾		descent, good easy undulating road to Whitegate, bearing to <i>r.</i> and up steep ascent, then through clump of beeches and forward, crossing rly. br. at Marton Sta., road indifferent, and in 1 m. descend short steep and rough bank to Shawslane Brook, then straight on avoiding cross-roads. After passing Little Budworth Mere and village on <i>l.</i> hand bear to <i>r.</i> past lodge gate of Oulton Park, then fair level road with slight descent to Oulton Mill, and forward up rather loose sandy ascent, then level and fair road to joining main road from Cotebrook to Eaton; at junction turn <i>l.</i> for Eaton.
6	Whitegate..... (Church.)	1½		
5¼	Clump of Beeches	¾		
4¾	Marton Rly. Station ...	1½		
2	Oulton Park Lodge	2¾		
1½	Oulton Mill	¾		
¾	Function of Roads.....	½		
	EATON.....	¾	10¼	

NORTHWICH TO EATON. Reverse.—Proceed towards Cotebrook for ¾ m., at fork *r.*, and *r.* again past Oulton Park Lodge, and forward direct to Whitegate; bear *l.* round church, and *r.* at junction of Chester Road, direct to Northwich, crossing R. Weaver to Bull Ring.

ROUTE 95.**BEESTON CASTLE STATION TO COTEBROOK.**

Miles from Cotebrook.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
4¼	BEESTON CASTLE..... (Railway Station.)	...	...	Proceed under rly. br. and over canal and up long steady rise, then level, crossing the Chester—Nantwich Road (see Vol. II.) to Four Lane Ends. Keep straight on and turn <i>r.</i> at fork in ¼ m. (<i>l.</i> to Tarporley), and keep again <i>r.</i> at top of short rise, then over nearly level road, with poor surface, to Eaton. Turn <i>r.</i> (d.p.) and almost immediately <i>l.</i> (d.p.), then long easy undulations to Cotebrook, with rather better surface.
3¼	Four Lane Ends.....	1		
1¼	Eaton.....	2	3	
	COTEBROOK	1¼	4¼	

BEESTON CASTLE STATION TO COTEBROOK. Reverse.—Bear *l.* on leaving Cotebrook, and *r.* (d.p.) on entering Eaton, and almost at once *l.* (d.p.). In ½ m. turn sharp *l.* (d.p.), and straight forward to Beeston Castle Sta.

ROUTE 96. NORTHWICH TO FRODSHAM.

Miles from Frodsham.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
10 $\frac{1}{4}$	NORTHWICH (Bull Ring.)	...	...	Leave Bull Ring by br. over R. Weaver and turning <i>l.</i> follow Route 106 towards Chester to Hartford Sta. (d.p.); keep <i>r.</i> and forward to Weaverham on good slightly rising road, with an easy descent into village.
9 $\frac{1}{4}$	Hartford Railway Sta..	1		
6 $\frac{3}{4}$	Weaverham	2 $\frac{1}{2}$	3 $\frac{1}{2}$	Keep straight through village, and keep <i>l.</i> at Acton Br. Sta., crossing rly., road then falls slightly, with gentle rise to Crowton. At end of village keep <i>l.</i> , and shortly to <i>r.</i> , again <i>r.</i> and forward, leaving Kingsley on <i>l.</i> hand. On joining Frodsham Rd. (in 1 m.) turn <i>r.</i> up steadily rising road to Overton. At Overton Ch. take <i>l.</i> at fork and descend fairly steep gradient into centre of Frodsham (Bear's Paw), or at fork near church take <i>r.</i> -hand road and by easier gradient to junction of Chester Road, turning <i>l.</i> down fair descent to Bear's Paw.
6	Acton Bridge Rly. Sta.	$\frac{3}{4}$		
4 $\frac{1}{4}$	Crowton..... (Kingsley, 7 m.)	1 $\frac{3}{4}$		
2 $\frac{1}{4}$	Cross-road	2		
$\frac{1}{2}$	Overton..... (Church.)	1 $\frac{3}{4}$		
	FRODSHAM..... (Bear's Paw.)	$\frac{1}{2}$	10 $\frac{1}{4}$	

NORTHWICH TO FRODSHAM. *Reverse.*—Proceed up main street towards Warrington, at top of hill and forward to 1 m. short of Kingsley, where turn *l.* and in 1 m. (Kingsley on *r.*) bear *l.* and shortly turn *r.* forward to crossing rly., then sharp to *r.* and direct road to Northwich, crossing R. Weaver to Bull Ring.

ROUTE 97. NORTHWICH TO WARRINGTON.

(Via Great Budworth and Stretton.)

Miles from Warrington.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
11 $\frac{1}{2}$	NORTHWICH (Bull Ring.)	...	...	Proceed along Witton St. towards Manchester. Turn <i>l.</i> $\frac{1}{4}$ m. short of sta., along Warrington Rd., passing Salt Works, and keep <i>l.</i> at fork through Marston. At junction of roads (d.p.) keep straight on, in $\frac{1}{4}$ m. road falls, fairly steep, followed by long steady rise to cross-road (<i>r.</i> to Great Budworth Ch. and village); then ascending to Cock Inn, and straight forward over good level road. Keep slightly to <i>r.</i> in 1 $\frac{1}{2}$ m. (short length of cobble pavé intervening), then a direct road with slight undulations to Stretton Ch.;
10	Marston.....	1 $\frac{1}{2}$		
9	Swan Houses (Cross-road.)	1		
8	Great Budworth..... (Well House.)	1		
7 $\frac{1}{2}$	Cock Inn	$\frac{1}{2}$		
6	Frاندley	1 $\frac{1}{2}$		

Route 97. NORTHWICH TO WARRINGTON—continued.

Miles from Warrington	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
3½	Stretton .. (Cross-roads.)	2½	8	turn <i>l.</i> and in 300 yds. again <i>r.</i> and follow wires for Warrington (Route 2), (or bearing <i>l.</i> round Lion Inn forward for Daresbury).
	Warrington ...	3½	11½	

NORTHWICH TO WARRINGTON. *Reverse.*—Route 2 (reverse) to Stretton. Turn *l.* at cross-roads and forward to church and *r.* (d.p.), and at Swan Houses cross-roads (d.p.) bear *r.*, entering main street of Northwich, *l.* to Bull Ring.

ROUTE 98. CHESTER TO WARRINGTON.

Miles from Warrington	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
20½	Chester ... (Cross.)	...	...	Proceed down Eastgate St. and under arch ; 50 yds. further turn <i>l.</i> up Frodsham St., and keep straight on over canal and rly. to the outskirts of the town ; fair paving. Thence fairly level and moderate surface to Mickle Trafford.
17¼	Mickle Trafford	3	3	Keep still forward, crossing R. Gowy at Bridge Trafford (after which undulations are a little more pronounced) and skirting Dunham. Keep <i>l.</i> after crossing Peek Mill Brook (4 m.), and <i>l.</i> again at next fork, with long easy gradients, ending in steady fall into Frodsham. Good surface.
16	Bridge Trafford	1¼		
14	Dunham-on-the-Hill ...	2		Straight forward through town, and up rather steep rise at end of main st., and after short level, sharp fall, with poor surface, to R. Weaver. Thence long steady climb, short level, and slight fall to Preston Brook. Crossing rly., short undulations and long descent into Daresbury, which continues, but easier, until after passing under canal (6½ m.), where short stretch of bad paving. Bear <i>r.</i> from canal, and in ¼ m. <i>l.</i> , and cross Ship Canal by Stag Inn Swing Br., then moderately good and level run over level crossing into Warrington. Turn <i>l.</i> after level crossing, over R. Mersey, up Bridge St. to Marketgate.
11¾	Helsby	2½		
9½	Frodsham	2½	10¾	
	(Church.)			
8½	Weaver Bridge.....	1		
5½	Preston Brook	3		
4¼	Daresbury	1¼		
	Warrington ... (Market Gate.)	4½	20½	

CHESTER TO WARRINGTON. *Reverse.*—Cross R. Mersey, and turn at once to *r.* over level rly. crossing. Immediately keep to *r.*, cross Ship Canal, and turn *r.*, and at 2¾ m.

turn *r.* under Bridgewater Canal, and straight on through Daresbury and Preston Brook to Frodsham. At end of main st. keep *l.*, passing under rly., and $\frac{1}{4}$ m. further bear *r.*, then direct road to Chester; at foot of Frodsham St. turn *r.* up Eastgate to Cross.

ROUTE 99. TARVIN TO FRODSHAM.

Miles from Frodsham.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
8 $\frac{1}{4}$	TARVIN (Red Lion Inn.)	...	...	Forward along Northwich Road for 1 m., when turn <i>l.</i> at d.p., and good easily rising road to Ashton. Keep straight on (bearing slightly <i>l.</i> and <i>r.</i> in village), and after short, rather steep descent, and level, heavy rough climb to Mouldsworth Rly. Sta.
6 $\frac{1}{4}$	Ashton	2		
5 $\frac{1}{4}$	Mouldsworth Rly. Sta.	1	3	Easily undulating road, and just past 4th m.s. (from Netherton) bear <i>l.</i> up short easy hill, and after $\frac{1}{2}$ m. level, sharp descent, at foot of which keep <i>l.</i> , and steady rise to Alvanley; fair surface.
2 $\frac{1}{2}$	Alvanley	1 $\frac{3}{4}$	5 $\frac{3}{4}$	Turn <i>r.</i> in village (d.p.), and up steady rise; continue down similar descent, and then down steep fall, paved with cobbles. After another length of macadam turn <i>l.</i> (d.p.) over fair road, falling slightly to junction with Chester Road at Netherton, whence <i>r.</i> to Frodsham.
$\frac{1}{2}$	Junction with Chester Road.....	$\frac{1}{2}$		
	FRODSHAM	1 $\frac{1}{2}$	8 $\frac{1}{4}$	

TARVIN TO FRODSHAM. Reverse.—Route 98 out of town, and 200 yds. past 10th m.s. (from Chester) keep *l.* At d.p. 1 $\frac{1}{4}$ m. further turn *r.*, and on reaching Alvanley turn *l.* (d.p.). Keep *r.* just before reaching 4th m.s. (from Netherton), and forward to junction with Northwich—Chester Road $\frac{3}{4}$ m. past Ashton, when turn *r.* to Tarvin.

ROUTE 100. NORTHWICH TO WILMSLOW.

Miles from Wilmslow.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
14 $\frac{1}{4}$	NORTHWICH	...	...	Route 106 (reverse) to Tabley Beeches, where at 5th m.s. turn <i>r.</i> (d.p.), then direct road, with long, easy slopes to Knutsford, entering square. Rather rough surface from Tabley.
9 $\frac{1}{4}$	Tabley Beeches.....	5		
7 $\frac{1}{4}$	Knutsford	2	7	Proceed down Knight St., under rly. br., where paving ends. Keep <i>l.</i> just under br., and turn <i>l.</i> 80 yds. further up narrow lane. At top keep <i>l.</i> past church and water tower, then slight fall,
	(Square.)			

Route 100. NORTHWICH TO WILMSLOW—*continued.*

Miles from Wilmslow.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
				and almost level run, to short fall and rise, paved. $\frac{1}{2}$ m. further (2 m.) turn <i>r.</i> , then level, with indifferent surface until nearing Mobberley, when gradual paved descent into and out of village.
4 $\frac{1}{4}$	Mobberley	3	10	Forward through village, and at top of rise bear <i>r.</i> through Knowles Green; $\frac{3}{4}$ m. further bear <i>l.</i> (d.p.), and <i>l.</i> again just past row of firs (d.p.); thence good level run to King's Arms Inn, where, joining Congleton Road, turn <i>l.</i> over similar surface to Wilmslow.
3 $\frac{3}{4}$	Knowles Green	1		
$\frac{3}{4}$	King's Arms P.H.	2 $\frac{1}{2}$		
	WILMSLOW	$\frac{3}{4}$		

NORTHWICH TO WILMSLOW. *Reverse.*—Proceeding S. by Congleton Road, turn *r.* at King's Arms Inn rather less than 1 m., and *r.* again at 2 $\frac{1}{2}$ m. (d.p.). At Knowles Green turn *l.*, and shortly after bear *r.*, then *l.* into Mobberley; 1 m. past village turn *l.*, and keep alongside rly. to Knutsford. After passing church turn *r.* down narrow lane, and *r.* again at foot, up Knight St., under rly. br., to square. Proceed past Red Cow Inn to Tabley Beeches, where turn *l.* and follow Route 106.

ROUTE 101. NORTHWICH TO GAWSWORTH.

Miles from Gawsworth.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
19 $\frac{1}{4}$	NORTHWICH (Bull Ring.)	...	...	Proceed along Witton St. to sta.; steady ascent, bad road. Turn <i>l.</i> over rly. lines, and proceed as Route 106 (reverse) to Plumbley.
15 $\frac{3}{4}$	Plumbley (Smoker Inn.)	3 $\frac{1}{2}$	3 $\frac{1}{2}$	Turn <i>r.</i> round Smoker Inn (d.p.), level road to crossing rly. br., then good level road to cross-road at Lower Peover; turn <i>l.</i> , and after short patch of cobbles <i>r.</i> (d.p.) along Holmes Chapel Rd. After sharp fall and rise, turn <i>l.</i> at Mainwaring Arms (Whipping Stocks), over good, easy, and almost level road. At Park Gate P.O. turn <i>l.</i> , and again <i>l.</i> in $\frac{1}{2}$ m., and straight forward to joining Knutsford—Macclesfield Road, where turn <i>r.</i> and cross rly. br. at Chelford Sta., and on to cross-roads at Chelford Lane Ends.
15	Railway Station	$\frac{3}{4}$		
13 $\frac{1}{2}$	Peover P. O. (Cross-road.)	1 $\frac{1}{2}$		
12	<i>Function with Holmes Chapel Road.</i>	1 $\frac{1}{2}$		
11 $\frac{1}{4}$	Whipping Stocks	$\frac{3}{4}$		
10 $\frac{1}{4}$	Park Gate P.O.	1		
7 $\frac{1}{4}$	Chelford..... (Railway Station.)	2 $\frac{1}{2}$		

Route 101. NORTHWICH TO GAWSWORTH—*continued.*

<i>Miles from Gawsworth</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
7 $\frac{1}{4}$	Chelford Lane Ends	$\frac{1}{2}$	12	Proceeding along Holmes Chapel Rd., turn <i>l.</i> at top of first gentle rise (d.p.), along good, almost level, road. At 2 $\frac{3}{4}$ m. turn sharp <i>r.</i> and straight forward, crossing Congleton—Alderley Road at Siddington. Keeping straight forward, good steadily rising road to Lower Pexall, where, at cross-roads, turn <i>r.</i> Long easy fall and rise, then excellent level run to crossing Macclesfield—Congleton Road, after which a short fall and rise to Gawsworth, turning <i>r.</i> alongside mere to church.
4	Siddington	3 $\frac{1}{4}$		
2	Lower Pexall	2		
$\frac{3}{4}$	Crossing Macclesfield— Congleton Road	1 $\frac{1}{4}$		
	GAWSWORTH	$\frac{3}{4}$	19 $\frac{1}{4}$	
	(Church.)			

NORTHWICH TO GAWSWORTH. Reverse.—From church, with mere on *r.*, turn *l.* opposite Old Hall; at Lower Pexall turn *l.*, and $\frac{1}{4}$ m. after crossing Congleton—Alderley Road bear twice *r.*, then sharp *l.* round a black and white cottage. Thence straight forward, turning *r.* on joining Holmes Chapel Rd. to Chelford Lane Ends. Thence forward over rly. at sta., and at end of village turn *l.* (d.p.), in 1 $\frac{1}{4}$ m. *r.*, and *r.* at Park Gate P.O. Turn *r.* at Whipping Stocks (d.p.), *l.* after clump of trees (d.p.) past Smithy Green, *r.* by Plumbley Rly. Sta., and *l.* at Smoker Inn, direct to Northwich, as in Route 106.

ROUTE 102. MANCHESTER TO LEEK.

<i>Miles from Leek.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
32	MANCHESTER	...	...	Route 42 (reverse) to Rising Sun Inn, where turn <i>r.</i> and forward over level road to Poynton; indifferent macadam with one short stretch of paving.
22 $\frac{1}{4}$	Rising Sun P.H.	9 $\frac{3}{4}$		
19 $\frac{1}{4}$	Poynton	3	12 $\frac{3}{4}$	After crossing rly. br. improved surface and easy undulations to Adlington, when gradients become a little heavier, with long fall and rise into Macclesfield. Straight on by Beech Lane and Jordangate, and just before reaching steep ascent turn <i>l.</i> down Hibel Rd.
	(Railway Station.)			
17 $\frac{3}{4}$	Adlington Rly. Sta. ...	1 $\frac{1}{2}$		Cross Water Green, and along Sunderland St. to Park Green, where turn <i>l.</i> up London Rd. Slight rise over canal, then level and easy descent; good macadam surface, but deteriorat-
	↑			
12 $\frac{3}{4}$	Macclesfield ...	5	19 $\frac{1}{4}$	
10 $\frac{1}{4}$	Fool's Nook	2 $\frac{1}{2}$		
	(Cross-roads.)			

Route 102. **MANCHESTER TO LEEK**—*continued.*

Miles from Leek.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
8½	Crossing of Ruxton— Congleton Road	1½		ing alongside canal to cross-roads (Fool's Nook) (with draw-br. on r. over canal). Undulating then almost level road to Bosley. Good surface. 2½ m. of similar road, then long stiff rise, occa- sionally steep, followed by level run, and undulating road to Poolend. Descent to river, then level and very sharp rise straight forward to Leek, turning r. at church into Market Pl. Good surface.
7¾	Bosley	¾	24½	
5½	Rushton Railway Sta.	2¼		
1½	Poolend	4		
	↑ ⌒ Leek	1½	32	
	(Market Place.)			

MANCHESTER TO LEEK. *Reverse.*—Turning l. by church, very steep descent, then direct forward road to Macclesfield. Enter by London Rd., Mill Lane, and Park Green to Market Pl., then forward by Jordangate (steep descent) and direct road to junction with Route 42, at Rising Sun Inn, when follow same to Manchester.

ROUTE 102A.**MACCLESFIELD TO ALLGREAVE.**

Miles from Allgreave.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
5¾	Macclesfield ... (Market Square.)	...	...	Leave by Mill St. and along Park Green, up London Rd. ½ m. beyond Park Green (G.P.O.) turn sharp l. and at once cross over rly. and turn r. Keep to l. in ½ m. and pass under rly. br., beyond which keep r. at fork, to Sutton Lane Ends. Proceed straight forward over good and steadily rising road until nearing Allgreave, where a very steep and dangerous descent begins; after crossing brook similar ascent to village.
4½	Railway Bridge	1½		
4	Sutton Lane Ends	½		
3	Lowerhouse	1		
1	Cross-roads to H'ncle ... ⌒ ⌒ ALLGREAVE	2	5¾	

MACCLESFIELD TO ALLGREAVE. *Reverse.*—At 1 m. keep r. half-way downhill, then direct forward to Macclesfield.

ROUTE 103. STOCKPORT TO MARPLE.

Miles from Marple.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
4 $\frac{1}{4}$	Stockport	...	...	From Market Pl. proceed up Churchgate, Hall St., and Offerton Lane, then a direct forward road, slightly rising throughout, and with fair surface to Marple.
	MARPLE	4 $\frac{1}{4}$	4 $\frac{1}{4}$	

STOCKPORT TO MARPLE. Reverse.—Leaving by road to W., keep straight forward to Stockport, entering by Offerton Lane, Hall St., and Churchgate to Market Pl.

ALTERNATIVE ROUTE No 1.

Miles from Marple.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
5 $\frac{3}{4}$	Stockport	...	...	Route 42 (reverse) past Hazel Grove to Bull's Head Inn, where turn <i>L.</i> , and <i>L.</i> again at fork in $\frac{1}{2}$ m. Easy undulating road, but with rather sharp fall on bearing <i>r.</i> into Offerton Rd., and steeper to old toll bar. Keep straight on uphill, and level run into Marple.
2 $\frac{3}{4}$	Bull's Head P.H.	3		
	↓	1 $\frac{1}{2}$		
	MARPLE	1 $\frac{1}{4}$	5 $\frac{3}{4}$	
	(Jolly Sailors Inn.)			

STOCKPORT TO MARPLE. Reverse.—Forward to old toll bar, and at top of hill bear *L.* round cottages. At Bull's Head Inn turn *r.*, joining Buxton Road, and on by Route 42 to Stockport.

ALTERNATIVE ROUTE No. 2.

Miles from Marple.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
5 $\frac{1}{2}$	Stockport	...	...	Route 42 (reverse) for 2 m., when turn <i>L.</i> just before reaching Hazel Grove, up Cherry Tree Lane. Keep straight up Lisburne Lane to junction with Offerton Rd., when turn <i>r.</i> , and steep fall and rise and again descent to old toll bar, then uphill, and level run to Marple. Poor surface, and generally rutty and stony.
3 $\frac{1}{2}$	Cherry Tree Lane	2		
	↓	1		
	↑			
1 $\frac{3}{4}$		1 $\frac{1}{4}$		
	MARPLE	1 $\frac{1}{4}$	5 $\frac{1}{2}$	

STOCKPORT TO MARPLE. *Reverse.*—Straight forward for $2\frac{1}{2}$ m., when turn *L.* and forward to junction with Buxton Road, when, turning *r.*, follow Route 42.

ROUTE 104.

MANCHESTER TO NEWCASTLE- UNDER-LYME.

<i>Miles from Newcastle.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
36 $\frac{3}{4}$	MANCHESTER (St. Ann's Square.)	...	...	Proceed along Cross St., Albert Sq., Mount St., then <i>L.</i> along Oxford St. and Oxford Rd. Slight fall and rise under rly., then forward over level road through Rusholme, short ascent and descent to Fallowfield Sta. Surface paved with small granite setts. At White Lion Hotel, Withington, bear <i>L.</i> , leaving tramlines, and $\frac{1}{4}$ m. further <i>r.</i> over fair macadam road, level to Didsbury, and at Didsbury Hotel turn to <i>L.</i> ; and $\frac{1}{4}$ m. further to <i>r.</i> (d.p.), then straight forward, with slight ascent to Cheadle.
34 $\frac{3}{4}$	Rusholme	2		
33 $\frac{1}{2}$	Fallowfield (Railway Station.)	1 $\frac{1}{4}$		
32 $\frac{3}{4}$	Withington ... (White Lion Hotel.)	$\frac{3}{4}$		
31 $\frac{3}{4}$	Didsbury (Railway Station.)	1		After passing under rly. br. turn sharp <i>r.</i> , and just past the church turn <i>L.</i> , and $\frac{1}{2}$ m. further keep to <i>r.</i> up short steep hill, then easily undulating and good road to Handforth. Beyond village moderate fall and rise, and after 1 m. level similar fall and rise into Wilmslow. Good surface.
29 $\frac{3}{4}$	Cheadle	2	7	
26 $\frac{3}{4}$	Handforth (Greyhound Inn.)	3		
24 $\frac{1}{2}$	Wilmslow	2 $\frac{1}{2}$	12 $\frac{1}{2}$	
23	Alderley (Railway Station.)	1 $\frac{1}{2}$		At top of hill turn <i>r.</i> , and shortly after <i>L.</i> , then straight forward through town, and good level run till nearing Alderley. Cross rly. br., and along main street, and straight forward up heavy ascent for $\frac{1}{2}$ m. Then easy run down, and excellent run to Monk's Heath.
22 $\frac{1}{2}$	↑			
20 $\frac{1}{4}$	Monk's Heath	2 $\frac{3}{4}$	16 $\frac{1}{2}$	
16	Marton	4 $\frac{1}{4}$		
12 $\frac{1}{4}$	Congleton	3 $\frac{3}{4}$	24 $\frac{1}{2}$	Cross Macclesfield—Knutsford Road, straight forward over good, moderate undulating road, ending in long run down into Congleton, requiring great care. Straight on up Main St. (paved with large setts)—or turn <i>r.</i> just before Bull Hotel, and <i>r.</i> again at top; turn <i>r.</i> up West St., and at Waggon and Horses Inn keep well to <i>L.</i> ; up steadily rising road to Astbury, then good level run to Moreton. Thence undulating run, occasionally rather rough, with steep descent to crossing Sandbach—Tunstall Road; then rough, steep ascent over canal and rly., afterwards easier, but still bad surface to junction with Knutsford Road, just before reaching Talke-on-the-Hill.
10 $\frac{1}{2}$	Astbury	1 $\frac{3}{4}$		
9 $\frac{1}{4}$	Moreton	1 $\frac{1}{4}$		
6	Red Bull	3 $\frac{1}{4}$		

Route 104. MANCHESTER TO NEWCASTLE- UNDER-LYME—continued.

Miles from Newcastle.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
4½	Talke-on-the-Hill	1½	32¼	Direct forward road, undulating into Newcastle ; bad and uneven surface.
	Newcastle- under-Lyme	4½	36¾	

MANCHESTER TO NEWCASTLE. *Reverse.*—Leave Newcastle by Knutsford Road, going due N. ; bear *r.* at fork at 1¼ m., and less than ½ m. past Talke turn *r.* (*l.* to Knutsford), and straight on after rly. and canal at Red Bull, whence direct road to Congleton. At foot of West St., in Congleton, turn *l.* down Main St., and crossing river keep *l.*, and *l.* again at Grove Inn (¾ m.—d.p.). Then direct forward (bearing *r.* at 18th m.s. from Manchester) to and through Alderley ; cross rly. br. and keep *r.* to Wilmslow. Proceed along Main St., and on reaching pavé turn *r.*, and 50 yds. further *l.*, and straight on to Cheadle. Turn *r.* through village, and at fountain *l.*, and under rly. br. One m. further turn sharp *l.* (d.p.), then by the Didsbury Hotel to *r.* At White Lion Hotel, Withington, where tramlines are joined, turn *r.*, and follow lines through Fallowfield, Rusholme, and along Oxford Rd. and Oxford St., and about 100 yds. beyond St. Peter's Ch. (on *r.*) turn *r.* along Mount St., across Albert Sq., and along Cross St. to St. Ann's St., where turn *l.* into the square.

NOTE.—Riders desirous of continuing to or towards London will find the remainder of the route fully described in Vol. II. Total distance, Manchester to London, 185½ m.

ROUTE 104A.

HANDFORTH TO POTT SHRIGLEY.

Miles from Pott Shrigley	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
6½	HANDFORTH (Greyhound Inn.)	...	...	Proceed along Wilmslow Rd. for 50 yds., and at d.p. turn <i>l.</i> and cross rly. br. at Handforth Sta. ; fair pavement 100 yds. Road falls fairly steep to R. Dean, and up similar ascent (part paved), then good level run to Dean Row. Keep Dean Row Chapel on <i>r.</i> , and forward over easy, undu- lating road, bearing <i>l.</i> to Adlington (there is a short length of cobble pavement in the last m., where the road re-crosses R. Dean).
4¾	Dean Row	1 ½		
4	Cross-road	¾		
3½	Function of Road to Prestbury	½		
2¼	Adlington P.O.	1¼	4¼	Cross Stockport—Macclesfield Road, and over rly. at Adlington Sta., and forward over fair paved road, with fair riding at side. At ¾ m. from



Route 104a. **HANDFORTH TO POTT SHRIGLEY—***continued.*

<i>Miles from Pott Shrigley</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
1 $\frac{1}{4}$ + 3 $\frac{1}{4}$	Railway and Canal Cross-road ↑ ⌘	1 $\frac{1}{2}$		sta. pavement ends, and steep ascent commences up to rly. and canal, and continues for 50 yds., then steady easy descent. At cross turn <i>r.</i> , and in $\frac{1}{4}$ m. <i>l.</i> up steep winding ascent (dangerous in reverse way); towards top bear <i>r.</i> , with easier gradient, then long easy fall to Pott Shrigley Church. Surface variable; last $\frac{1}{2}$ m. good.
	POTT SHRIGLEY (Church.)	3 $\frac{1}{4}$	6 $\frac{1}{2}$	

HANDFORTH TO POTT SHRIGLEY. Reverse.—With Church on *l.* proceed past lodge of Shrigley Hall; care required at first descent. At foot turn *r.*, and in $\frac{1}{4}$ m. *l.*, then straight forward to Adlington P.O. Pass front of Adlington Hall, and follow direct road to Handforth Sta. Cross rly. br. and turn *l.* to Greyhound Inn.

**ROUTE 105. CONGLETON TO NEWCASTLE-
UNDER-LYME.**

(Via Biddulph.)

<i>Miles from Newcastle.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
13 $\frac{1}{4}$	Congleton (Town Hall.) ↑ ⌘	...	...	From front of Town Hall proceed along Lawton St., turn <i>r.</i> past Albion Hotel, up Park Hill, steep climb at first, then more gradual to Congleton Rly. Sta. Level crossing (with gates), then level for little over $\frac{1}{4}$ m., when road bends <i>r.</i> and crosses another (Trinity Ch. in corner—d.p.) Keep straight on, gradually descending, and at next fork bear <i>l.</i> , with steep descent under rly. br. Surface, which so far has been fair macadam, now improves, with long gradual ascent past Biddulph Ch. to Biddulph Arms (rly. sta. $\frac{1}{2}$ m. to <i>r.</i>).
12 $\frac{1}{4}$	Congleton Rly. Sta. ... (Level Crossing.) ↓	1 $\frac{3}{4}$		
9 $\frac{3}{4}$	Biddulph Church	1 $\frac{3}{4}$		Keep straight on, on <i>l.</i> -hand forward road at inn, on rather steep fall and rise. Entering Bradley Green, bear slightly <i>r.</i> along forward road, and fairly steep rise to and past Knypersley Ch. Shortly after bad diagonal level crossing, from which short descent, at first rather rough. Then rise under rly. br. to d.p. at 7 $\frac{1}{2}$ m., where keep
9 $\frac{1}{4}$	Biddulph (Inn.) ↓	$\frac{1}{2}$	4	
8 $\frac{1}{2}$	Bradley Green (Post Office.)	$\frac{3}{4}$		
8 $\frac{1}{4}$	Knypersley Church ...	$\frac{1}{4}$		

Route 105. CONGLETON TO NEWCASTLE-UNDER- LYME—continued.

Miles from Newcastle.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
7 $\frac{3}{4}$	Level Crossing..... ↓	$\frac{1}{2}$		straight forward past Great Chell P.O., descend- ing rather steep and rough hill; then similar but shorter rise and fall, and steepish climb to Tun- stall Ch., where turn <i>l.</i> down High St. to Town Hall. Thence by Route 81 (reverse) to New- castle. Fair macadam surface, although rough, and bad in wet weather.
6 $\frac{3}{4}$ 4 $\frac{1}{4}$	Brindley Ford Great Chell (Post Office.) ↑	1 2		
3 $\frac{3}{4}$	Tunstall..... (Town Hall.)	1		
	Newcastle	3 $\frac{3}{4}$	13 $\frac{1}{4}$	

CONGLETON TO NEWCASTLE-UNDER-LYME (VIA BIDDULPH). *Reverse.*—Route 81 through Tunstall as far as church, just before which turn *r.* down fairly steep hill. Keep straight forward after passing Great Chell P.O. Entering Brindley Ford bear *r.* at fork, and *r.* just past Bradley Green, to Biddulph Ch., and at fork about $\frac{1}{2}$ m. beyond rly. arch bear *r.*; straight on over next cross-roads (d.p.). Entering Congleton, steep descent (requiring care) of Park Hill, turn sharp *l.* at foot, and along Lawton St. to Town Hall.

ROUTE 106. MANCHESTER TO CHESTER.

Miles from Chester.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
38	MANCHESTER (St. Ann's Square.)	...	...	Leave the square by St. Ann's St. (church on <i>l.</i>), and turn <i>l.</i> along Deansgate, and Chester Rd.; $\frac{1}{4}$ m. beyond Hulme Church bear <i>l.</i> , and at Northumberland Arms <i>r.</i> At fork in Old Trafford bear <i>r.</i> again, then straight on to Stret- ford Town Hall. Level road, paved with good setts to Northumberland Arms, then macadam at side of tramlines, which run throughout.
37	Hulme Church.....	1		
35 $\frac{3}{4}$	Old Trafford..... (Blind Asylum.)	1 $\frac{1}{4}$		
34 $\frac{1}{4}$	Stretford (Cock Hotel.)	1 $\frac{1}{2}$	3 $\frac{3}{4}$	Keep straight forward through Sale, over level road; gentle rise into Altrincham. Fair surface.
32 $\frac{1}{2}$	Sale (Bull Head.)	1 $\frac{3}{4}$		
29 $\frac{1}{2}$	Altrincham ... (Market Square.) ↓	3 1	8 $\frac{1}{2}$	Bear <i>r.</i> in Market Pl. round Brook's Bank, and forward up steady rise, then short dip and rise, followed by sharp descent. After crossing R. Bollin keep to <i>l.</i> (<i>r.</i> to Warrington), over fair

Route 106. **MANCHESTER TO CHESTER**—continued.

<i>Miles from Chester.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
27 $\frac{1}{2}$	Bollin Bridge	1		surface, but level, followed by steady rise and better surface, up Bucklaw Hill. At Swan Hotel keep straight forward (<i>L.</i> to Knutsford), then slightly undulating run, with good surface, to Lostock Graham. After crossing canal road becomes rough and bumpy; on entering Northwich turn sharp <i>r.</i> after crossing rly. br. and rly. lines across road, with steady descent into Bull Ring. Bad surface in the town.
25 $\frac{1}{2}$	Bucklaw Hill (Swan Hotel.)	2		
24 $\frac{1}{2}$	Mere Corner—(crossing of Knutsford—Warrington Road)	1		
23 $\frac{1}{2}$	Tabley	1		
	(Chapel.)			
21	Plumbley	2 $\frac{1}{2}$		Leave Bull Ring by <i>r.</i> -hand corner, cross R. Dane, and at once turn sharp <i>L.</i> uphill, followed by long level run and rise past Hartford Rly. Sta. Fairly steep fall and rise to Sandiway, and level to Crabtree Green (crossing Tarporley—Warrington Road at 4 $\frac{3}{4}$ m.). Thence easily undulating road to Kelsall Brow; keep <i>L.</i> , and then steady descent, with superb surface, rising into Tarvin.
	(Smoker Inn.)			
19 $\frac{1}{2}$	Lostock Graham	1 $\frac{1}{2}$		
	(Black Greyhound.)			
17 $\frac{3}{4}$	Northwich	1 $\frac{3}{4}$	20 $\frac{1}{4}$	
	(Bull Ring.)			
15 $\frac{1}{2}$	Hartford Railway Sta.	2 $\frac{1}{4}$		Straight forward up rough hill to end of village, followed by a gradual fall of $\frac{1}{2}$ m., and level to Stamford Bridge. Bear <i>L.</i> and cross br. (R. Gowy), following road up a long easy incline, then down a similar slope, after which almost level. Cross canal and rly., and rougher entering Chester, with tramlines and granite paving into the city by Foregate St. and Eastgate St.
13 $\frac{3}{4}$	Sandiway	1 $\frac{3}{4}$		
	("Blue Cap.")			
12 $\frac{1}{4}$	Crabtree Green	1 $\frac{1}{2}$		
10 $\frac{1}{2}$	Delamere	1 $\frac{1}{2}$		
	(Abbey Arms.)			
8 $\frac{3}{4}$	Kelsall Brow	1 $\frac{3}{4}$		
8	Kelsall	$\frac{3}{4}$		
5 $\frac{1}{2}$	Tarvin	2 $\frac{1}{2}$	32 $\frac{1}{2}$	
	(Red Lion Inn.)			
3 $\frac{3}{4}$	Stamford Bridge	1 $\frac{3}{4}$		
1	Boughton	2 $\frac{3}{4}$		
	Chester	1	38	
	(The Cross.)			

MANCHESTER TO CHESTER. Reverse.—Leaving Chester follow tramwy. along Eastgate St. and Foregate St.; at fork at $\frac{3}{4}$ m., at a drinking fountain, bear *L.*, and straight on through Tarvin. In Kelsall keep *r.* (d.p.), and *r.* again at top of hill, after passing church. At foot of hill into Northwich turn sharp *r.*, and cross bridge, and in Bull Ring sharp *L.* up main street, to rly. sta., at which turn *L.* Keep straight forward at all crossings to Market Sq., Altrincham, in which bear *L.*, and direct forward to Old Trafford, where at fork of Stretford and Chester Roads keep *L.* A little over $\frac{1}{4}$ m. further, at fork at Northumberland Arms, keep *L.*, and follow tramlines along Chester Rd. and Deansgate to St. Ann's St., where turn *r.* into St. Ann's Sq.

ROUTE 107.

MANCHESTER TO KNUTSFORD AND NANTWICH.

Miles from Nantwich.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total	
36 $\frac{1}{2}$	MANCHESTER	...	...	Route 106 to Altrincham, where proceed along Market St.; turn sharp <i>l.</i> after passing Infirmary, and down Regent Rd., then sharp <i>r.</i> along Railway St. At fork bear <i>l.</i> along Ashley Rd., and $\frac{1}{2}$ m. further turn <i>l.</i> at cross-roads, through Peel Causeway and over level rly. crossing, and forward over rly. br. and down fairly steep hill to R. Bollin. Similar rise on opposite side, and in $\frac{1}{4}$ m. turn <i>l.</i> , cross rly., and bear round to <i>r.</i> Turn <i>r.</i> in Ashley and cross rly. br. Easy descent to R. Birkin, long rise to Tafton Park Gates. After leaving same good road, at first falling, then steadily rising to high road (d.p.), on joining which turn sharp <i>l.</i> and straight forward into Knutsford. Excellent surface.
28	Altrincham ... (Market Place.)	8 $\frac{1}{2}$	8 $\frac{1}{2}$	
27	Peel Causeway	1		
	(Level Crossing.)	1 $\frac{1}{4}$		
25 $\frac{1}{4}$				
25	Ashley Park Gates... ..	$\frac{3}{4}$		
20	Knutsford	5	16 $\frac{1}{2}$	
	(Square.)			
13 $\frac{1}{2}$	Three Greyhounds P.H.	6 $\frac{1}{2}$		
10	Middlewich	3 $\frac{1}{2}$	26 $\frac{1}{2}$	Fairly steep fall to crossing canal, when at once turn sharp <i>r.</i> down main street, and at end turn <i>l.</i> Slight rise, then easy fall under canal and up similar rise. Almost level road, passing Minshull-Vernon Rly. Sta. to Nantwich, and turning <i>l.</i> at Cemetery; $\frac{1}{2}$ m. beyond turn <i>r.</i> to centre of town. Excellent surface.
	(Church.)			
6 $\frac{1}{2}$	Minshull-Vernon Railway Station	3 $\frac{1}{2}$		
	NANTWICH	6 $\frac{1}{2}$	36 $\frac{1}{2}$	

MANCHESTER TO NANTWICH. Reverse.—Leave by Hospital St., and at outskirts of town turn *l.* and *r.* at Cemetery. On reaching main street in Middlewich turn *r.*, and at church bear *l.*, and round church turn sharp *l.* over canal br.; $\frac{1}{4}$ m. past rly. sta. turn *l.* to Dane Br., and forward, turning *l.* 1 $\frac{3}{4}$ m. before reaching Knutsford. Straight forward along Princess St. and take road at opposite corner past fountain (that on *l.* to Northwich). At old toll-house at 2 m. keep *r.*, and $\frac{1}{4}$ m. further *r.* again (d.p.). Pass Ashley Park Gates; cross rly. and turn *l.* and re-cross rly., then forward to Peel Causeway. Here turn sharp *r.* alongside rly. and *l.* over rly. at

first br. Then *r.* opposite a chapel, and entering town turn *L.* up Regent Rd., at Infirmary turn *r.*, along Market St., into Market Pl., Altrincham. Thence Route 106 (reverse) to Manchester.

ROUTE 108.

ALTRINCHAM TO MACCLESFIELD.

<i>Miles from Macclesfield</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
14½	Altrincham ... (Railway Station.)	...	...	Proceed up Station Rd.; at lamp and drinking trough keep to centre road, and 50 yds. further (at British Workman Tavern) to <i>L.</i> along Oxford St., ¼ m. further turn <i>L.</i> again and cross rly., then forward over well paved and gradually rising road to Hale.
13	Hale	1½	1½	Good level run; at 3 m. short stretch of paving, followed by turn <i>r.</i> (d.p.) and sharp descent (partly paved) to river. Similar ascent, then excellent level road to Wilmslow.
11	Ringway ↓	2		
		1¼		At open space keep straight on, and at end of street turn sharp <i>L.</i> ; bear <i>r.</i> round Swan Hotel, and slight descent past rly. sta., thence good gently rising road. ¾ m. out of town bear <i>r.</i> (d.p.), and at next turn, <i>L.</i> (d.p.) over good almost level road, followed by ¼ m. rough pavé, after which bear <i>L.</i> (d.p.) up sharp ascent. Thence undulating and fairly steep run down into Prestbury.
7	Wilmslow ↓	2¾	7½	
3	Prestbury	4	11½	Entering village turn slightly <i>r.</i> , then direct forward over gradually rising road, ending in sharp bend, then moderate fall and rise to cross-roads (a). Bear <i>L.</i> (d.p.), then easily undulating run to Macclesfield. Fair surface.
	Macclesfield ... (Market Place.)	3	14½	Keep straight on down Prestbury Rd. and Cheestergate to Market Pl.

ALTRINCHAM TO MACCLESFIELD. Reverse.—Turn *L.* round branch P.O., and out of town by Cheestergate and Prestbury Rd. At 1¼ m. turn *r.* at d.p. and into Prestbury. Immediately turn *L.*, and a few yds. further *r.* 2¼ m. from Prestbury keep to *r.*, and *r.* again 1¼ m. further, and sharp *L.* at next turning into Wilmslow. At lamp turn *L.*, and at end of village turn *r.* along Water Lane, and after crossing river at 2½ m. keep to *L.* (d.p.) at top of hill. At Hale keep *r.*, and forward to Altrincham, and after crossing rly. take first turn *r.* to rly. sta.

NOTE.—(a). By keeping straight on here for Gawsworth, viâ Broken Cross, and taking first turn *L.* after crossing Macclesfield—Congleton Road, at Gawsworth Cross, a very good and easy road leads to Fool's Nook, on the Macclesfield—Leek Road, thus forming a better route for those going on to Leek than viâ Macclesfield. It is both shorter and easier, the surface being perfect and the undulations easy, except in the last ¼ m., when the road descends very sharply, with several turns, to the drawbridge. This hill requires care, and is locally known as the Corkscrew Hill, a feature of danger being the drawbridge, which is only some 50 to 70 yds. from the foot of the hill, and may possibly be open, to the danger of those "rushing" the hill without a brake.

ROUTE 109. MANCHESTER TO PROSPECT HOUSE, HALE.

(By "Brooks Road.")

From Brooklands to Prospect House is a private road, known locally as "Brook's Road," having been constructed by Sir Wm. Cunliffe Brooks, Bart., to develop his estate. It is wide, and possesses "milestones" at every $\frac{1}{2}$ m. The southern half is but little used for vehicular traffic.

Miles from Prospect Ho.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
10 $\frac{1}{4}$	MANCHESTER	...	...	Route 106 to 6th m.s., opposite which turn <i>L.</i> along Marsland Rd. Then rising cross rly. at Brooklands Sta. and turn <i>r.</i> Level run, with poor surface, for 1 $\frac{1}{2}$ m., crossing Stockport—Altrincham Road and rly. at Baguley Sta., then long gradual rise for 1 m., when take centre road. $\frac{1}{4}$ m. further the private road is interspersed with $\frac{1}{2}$ m. of highway, with two patches of cobbles, after which keep straight on over cross-roads through gate down slight descent and ascent to Prospect House, where Wilmslow—Altrincham Road is met. Good surface, but occasionally rather loose.
4	Brooklands Rly. Sta...	6 $\frac{1}{4}$		
2 $\frac{1}{2}$	Baguley Railway Sta.	1 $\frac{1}{2}$		
	PROSPECT HOUSE	2 $\frac{1}{2}$	10 $\frac{1}{4}$	

MANCHESTER TO PROSPECT HOUSE. *Reverse*.—From Wilmslow—Altrincham Road turn *r.* at Prospect House, through a gate, and forward to Brooklands Sta., where bear *L.* over rly., and forward to junction with Chester Rd., when turn *r.* for Manchester (Route 106 reverse).

ROUTE 110. WITHINGTON TO ALTRINCHAM.

Miles from Altrincham	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
6 $\frac{3}{4}$	Withington ... (White Lion.)	...	...	Turn <i>r.</i> at White Lion Hotel, along Palatine Rd.; trmwy. for $\frac{3}{4}$ m., with macadam at sides except where line is doubled, when paving extends the whole width. Cross Midland Rly. at tram terminus, then gradual descent with good surface to Mersey Br.
5	Mersey Bridge..... (Northenden 2 $\frac{1}{4}$ m.)	1 $\frac{3}{4}$	1 $\frac{3}{4}$	
2 $\frac{1}{2}$	Junction with Stockport Road.....	2 $\frac{1}{2}$		Crossing bridge, keep <i>r.</i> on skirting Northenden through Baguley—road paved, but fair at sides—and at 2 $\frac{1}{2}$ m. join road from Stockport. Turn <i>r.</i> and follow Route 112 to Altrincham.
	Altrincham ...	2 $\frac{1}{2}$	6 $\frac{3}{4}$	

WITHINGTON TO ALTRINCHAM. *Reverse.*—Route 112 (reverse) to $2\frac{1}{2}$ m. ($\frac{1}{2}$ m. after crossing rly.), when turn *L.* and forward to Mersey Br., avoiding a turn to *r.* into Northenden at $4\frac{1}{2}$ m. Cross br., and direct forward until tram-lines begin, when follow same to White Lion Hotel, Withington.

ROUTE 111. SALE TO CHEADLE.

Miles from Cheadle.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
$7\frac{1}{2}$	SALE (Bull's Head.)	...	...	Proceed up School Rd. over Station Br., and straight on; at Legh Arms turn <i>L.</i> and <i>r.</i> at once at fork; level road with good surface. Bear <i>L.</i> at Industrial Schools and <i>r.</i> at fork in $\frac{1}{2}$ m., <i>L.</i> at junction of road to Altrincham and <i>r.</i> in $\frac{1}{4}$ m., then straight on over rly. br.; road part paved. In $\frac{1}{2}$ m. bear <i>L.</i> to Gatley and over good level road to Cheadle (Fountain.) (Left to Manchester, straight on to Stockport, or entering village opposite White Hart Hotel, <i>r.</i> to Alderley and Congleton.)
$6\frac{1}{2}$	Legh Arms	I		
$4\frac{3}{4}$	Industrial School	$1\frac{3}{4}$		
$3\frac{3}{4}$	Junction of Roads.....	I		
$2\frac{3}{4}$	Railway Bridge	I		
I	Gatley	$1\frac{3}{4}$		
	Cheadle (Fountain.)	I	$7\frac{1}{2}$	

SALE TO CHEADLE. *Reverse.*—Proceed along main street past church; turn *r.* at d.p. $\frac{1}{2}$ m. beyond Gatley, and *L.* at Northenden cross-road. Turn *r.* in $\frac{1}{4}$ m., and *r.* again at Industrial School, *r.* at Legh Arms, and straight forward to Bull's Head, Sale (*r.* to Manchester, *L.* to Altrincham).

ROUTE 112. STOCKPORT TO ALTRINCHAM.

Miles from Altrincham	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
9	Stockport (Mersey Bridge.)	...	...	Proceed along Bridge St., bear <i>r.</i> down Great Underbank, and again <i>r.</i> along Chestergate, then straight forward along Brinksway; good setts. Thence direct and fairly level macadam road straight through Cheadle.
$6\frac{1}{4}$	Cheadle	$2\frac{3}{4}$	$2\frac{1}{4}$	
$4\frac{1}{4}$	Sharston	$1\frac{1}{2}$		Undulating run to Timperley, with fair surface, which deteriorates after crossing rly. br. Level run into Altrincham.
$1\frac{1}{2}$	Timperley.....	$3\frac{1}{4}$		
	Altrincham ... (Market Place.)	$1\frac{1}{2}$	9	

STOCKPORT TO ALTRINCHAM. *Reverse.*—Bear *r.* from square, down Stamford St., and at foot bear *L.* over level crossing, then direct road forward to Stockport. At end of Chestergate bear *L.* up Great Underbank, and again *L.* down Bridge St. to Mersey Br.

ROUTE 113. MANCHESTER TO LIVERPOOL.

(Via Altrincham, Warrington, and Cronton.)

The main road between Manchester and Liverpool is that via Eccles, Warrington, and Prescot. See Route 115.

Miles from Liverpool.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
38 $\frac{1}{4}$	MANCHESTER	...	...	Route 106 to Altrincham Market Pl. Keep <i>r.</i> of the two <i>L</i> -hand roads at top, and up Dunham Rd., and after undulating interval steep descent from Dunham Park gate, and straight forward to bridge over R. Bollin. A few yards after crossing turn <i>r.</i> , with level run for 2 m., then $\frac{1}{2}$ m. of steep ascent, and level run ending in steep winding descent, beginning just before reaching Lymm Ch. Surface indifferent.
29 $\frac{3}{4}$	Altrincham ...	8 $\frac{1}{2}$		
	(Market Place.)			
28 $\frac{3}{4}$	Dunham Park Gate	I		
	↓			
27 $\frac{3}{4}$	Bollin Bridge	I		Keep <i>L</i> in village, and I m. further, after crossing Bridgewater Canal and rly., keep <i>r.</i> (a), and $\frac{1}{4}$ m. further <i>r.</i> again to Thelwall, then to and alongside Ship Canal. Cross by first swing br., and straight on to Warrington. Cross Mersey Br., and continue forward up Bridge St. (setts) to Marketgate. Proceed along Liverpool Rd., over rly. br., and 50 yds. further keep to <i>L</i> along Bank Quay and Liverpool Rd. to Sankey Br., where telegraph wires join. Cross br., and $\frac{1}{2}$ m. further bear <i>L</i> at fork through Penketh, keeping straight forward at Crown Inn (d.p.). A little further, at top of slight rise, bear <i>r.</i> at fork (d.p. <i>L</i> Widnes). Fair macadam surface, straight forward to br. under rly., after which turn <i>L</i> . (d.p.), and follow lane for 200 yds. At d.p. ("Runcorn") turn <i>r.</i> , and $\frac{1}{2}$ m. further keep straight forward at cross-roads (d.p. "Cronton"), then level to Cronton. Good surface. Keep straight forward up Tarbock Rd., bending to <i>r.</i> , skirting Halsnead Park wall on <i>r.</i> Then straight forward, following telegraph wires, and at 3 $\frac{1}{4}$ m. turning <i>L</i> with them into Roby. Follow wires to Broad Green, and cross rly. by br., and at Rocket Hotel keep to <i>r.</i> uphill to Old Swan Inn. Tramlines and setts begin here. Turn <i>L</i> and proceed past Cattle Market, along Prescot Rd., straight on down steep descent of Prescot St., down London Rd., and at end turn <i>L</i> , along Lime St., to St. George's Hall. The road is almost level throughout.
26 $\frac{1}{4}$	↑ Agden Brow.....	I $\frac{1}{2}$		
	↓			
23 $\frac{1}{4}$	Lymm	3	15	
21 $\frac{1}{4}$	Thelwall	2		
18 $\frac{1}{4}$	Warrington ...	3	20	
	(Marketgate.)			
16 $\frac{3}{4}$	Sankey Bridge	I $\frac{1}{2}$		
15 $\frac{1}{4}$	Penketh.....	I $\frac{1}{2}$		
11 $\frac{3}{4}$	Cross-roads	3 $\frac{1}{2}$		
9 $\frac{3}{4}$	Cronton	2	28 $\frac{1}{2}$	
	(Unicorn Inn.)			
5 $\frac{3}{4}$	Roby	4		
4 $\frac{1}{4}$	Broad Green.....	I $\frac{1}{2}$		
3 $\frac{1}{4}$	Old Swan P.H.	I		
	LIVERPOOL	3 $\frac{1}{4}$	38 $\frac{1}{4}$	
	(St. George's Hall.)			

MANCHESTER TO LIVERPOOL. *Reverse.*—Proceed W. along Lime St., turn up London Rd., and Prescott Rd. to Old Swan Inn. Turn *r.* and keep straight on to Broad Green. On leaving Roby turn *r.*, and 3 m. further keep to *r.* by a farmhouse. Continue straight through Cronton, and forward over cross-roads, and $\frac{1}{2}$ m. further turn *l.* (d.p. "St. Helens"), 200 yds. further turn *r.*, then straight forward to Sankey Br. Cross canal, and proceed down Liverpool Rd., bearing to *r.* over L. and N.W. Rly. and forward to Marketgate. Proceed down Bridge St., over Mersey Br. and straight on to Latchford (avoiding roads to *r.* and *l.*); cross Ship Canal by swing br. and turn sharp *l.* In Thelwall village, turn *r.* after passing church, and shortly after *l.*; turn *r.* in Lymm passing mere and church. At junction with Chester Rd. turn *l.* over R. Bollin, and forward to Altrincham (Market Sq.). Thence by Route 106 (reverse) to Manchester.

NOTE.—(a). The old road may be followed by bearing *l.* here, over rly. br., bearing *r.* at Dog and Dart Inn, then on over level crossing, joining new road at $\frac{1}{4}$ m. from Warrington. Indifferent surface, distance almost the same. In reverse keep straight forward $\frac{1}{4}$ m. after crossing canal, turn *l.* at Dog and Dart Inn, and join new road $\frac{1}{4}$ m. further, then bearing *r.*

ROUTE 114. WARRINGTON TO LIVERPOOL.

(Via Widnes.)

<i>Miles from Liverpool.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
20 $\frac{1}{2}$	Warrington ... (Market Cross.)	...	...	Route 113 to top of slight rise, a little past Crown Inn, where turn <i>l.</i> (d.p.), leaving the telegraph wires, and $\frac{1}{4}$ m. further turn <i>r.</i> to Cuerdley Cross Inn. Keep straight forward, and rise to br. over rly., and at top of rise take the second turn to <i>l.</i> (d.p. "Appleton, Widnes, and Runcorn"). Bear to <i>r.</i> , and to <i>l.</i> at fork (d.p.) to cross-roads at Halton View. Turn <i>l.</i> by church down Warrington Rd., cross rly., and turn sharp round to <i>l.</i> into Widnes Town Hall Sq., by Tugsdale Rd. Fair macadam surface, although rather rough in Widnes.
16 $\frac{1}{2}$	Cuerdley Cross P.H....	4		
15	Halton View	1 $\frac{1}{2}$		
14 $\frac{1}{4}$	Widnes (Town Hall Square.)	$\frac{3}{4}$	6 $\frac{1}{4}$	Leaving Widnes, at level crossing, turn sharp <i>l.</i> (d.p.), thence forward slightly downhill, over moderate surface composed of chemical refuse, to sharp rise over rly. br. at Ditton Sta. Rough falling road to Hale, in which turn to <i>r.</i> , and shortly after (at d.p.) keep to <i>l.</i> (forward to Halewood) and level road to Speke Church, where again turn to <i>l.</i> , and to <i>r.</i> at Speke Hall gates, and forward to Garston Br., over rly, which cross and descend to Garston. Steady rise through Garston, after which level run to Aigburth Ch., $\frac{1}{4}$ m. beyond which enter Sefton Park gates on <i>r.</i> Leaving the park follow Lodge Lane to Croxteth Rd., turn <i>l.</i> to Prince's Park gates, along Prince's Rd., Catherine St., Canning St., Hope St., turn <i>l.</i> down Hardman
12 $\frac{3}{4}$	Ditton Station.....	1 $\frac{1}{2}$		
10 $\frac{3}{4}$	Hale	2		
	(Child of Hale Inn.)			
6 $\frac{1}{2}$	Garston Bridge	4 $\frac{1}{2}$		
4 $\frac{1}{4}$	Aigburth	2		
	(Church.)			
2 $\frac{1}{4}$	Lodge Lane	2		

Route 114. **WARRINGTON TO LIVERPOOL**—*continued.*

<i>Miles from Liverpool.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
	LIVERPOOL (Town Hall.)	2 $\frac{1}{4}$	20 $\frac{1}{2}$	St., Leece St., Bold St. (wood paving), Church St., and Lord St. (setts); and at top of Lord St. turn <i>r.</i> along Castle St. to Town Hall. Indifferent surface.

WARRINGTON TO LIVERPOOL. *Reverse.*—Proceed by Castle St., Lord St., Church St., Bold St., Leece St., Hardman St., Hope St., Canning St., Catherine St., Prince's Rd., to *L.* at Park gates, along Croxteth Rd., to *r.*, along Lodge Lane, through Sefton Park, and along Aigburth Rd. to Garston; cross rly. br., at Speke Hall gates (d.p.), turn *r.*, and again *r.* at church. $\frac{1}{4}$ m. further, at three lane ends, turn *L.* At Child of Hale Inn turn *L.*, and forward to Ditton, where bear *r.* into Widnes. Leave square by Tugsdale Rd., keeping forward at Halton View, and then to *L.* (d.p.) and $\frac{1}{4}$ m. further to *r.* (d.p.), to Cuerdley Cross. At first fork bear *L.* (d.p.) and at next bear *r.* (d.p.) and follow Route 113 (reverse) to Warrington.

ROUTE 115. LIVERPOOL TO MANCHESTER.

(Via Prescott, Warrington, and Eccles.)

<i>Miles from Manchester.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
36	LIVERPOOL (St. George's Hall.)	...	...	Follow tramlines up London Rd., then straight forward, passing George III.'s monument, up Prescott St., with Clock Tower on <i>r.</i> , and up short steep hill. Low Hill P.O. at top, on <i>r.</i> ; thence straight forward via Kensington and Stanley to tram terminus at Old Swan Inn. Bear <i>L.</i> at fork, over indifferent macadam surface, through Knotty Ash. Bear <i>r.</i> at fork at 5 $\frac{1}{4}$ m.; thence direct and undulating road, with short steep rise to Royal Hotel, Prescott.
33	Old Swan P.H.	3		
32	Knotty Ash ↑	1		Forward through High St., keeping to <i>r.</i> at King's Arms Hotel. Road bends to <i>r.</i> Keep to <i>r.</i> at fork after passing Plough Inn, on leaving town; then bear <i>L.</i> along undulating road, crossing rly. twice, to Rainhill. Keep straight forward to Catholic Chapel, when turn to <i>r.</i> , and at next fork, at Rainhill Stoops, bear <i>L.</i> to Bold Bridge. Level, with occasional undulations, to canal br., then straight forward, bearing <i>r.</i> where paving commences, across rly. br., and straight along
28	Prescot	4	8	
26 $\frac{3}{4}$	The Holt	1 $\frac{1}{4}$		
26	Rainhill.....	$\frac{3}{4}$		
23 $\frac{1}{2}$	Bold Bridge	2 $\frac{1}{2}$		
21	Sankey Chapel.....	2 $\frac{1}{2}$		

Route 115. LIVERPOOL TO MANCHESTER—continued.

Miles from Manchester	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
19½	Sankey Bridge.....	1½		Sankey St. to Marketgate. Excellent macadam from Prescott.
18	Warrington ... (Marketgate.)	1½	18	Proceed down Buttermarket St., and keep to r. at fork through Irlam St. and Church St. to Parish Ch., where setts end, then forward to cemetery (1 m.). Keep r., thence direct level road, over good macadam, to Hollinfare.
15½	Woolston	2½		
14¾	Martin's-croft	¾		
13½	Rixton	1½		
12	Hollinfare	1¼	24	Just beyond, the road bends sharp r. to Cadishead. Keep straight on through the village, passing under two rly. brs., and through Lower and Higher Irlam to Peel Green, where tramlines to Manchester begin. Very rough paving through Cadishead, and bad macadam and rough setts the rest of the way. From Peel Green follow tramlines through Patricroft (paved with setts) and Eccles to Eccles Cross.
11	Cadishead.....	1		
9	Higher Irlam	2		
5½	Peel Green	3½		
4	Eccles	1½	32	Keep straight on (l. to Manchester, by old road, 4½ m.) through Weaste (macadam at side of tramlines for about 1½ m., then all fair paving), and down Regent Rd., Salford, to br. over river, after crossing which turn sharp l. along Water St., then r. up Liverpool Rd., and l. along Deansgate, to St. Ann's St., where turn r. into St. Ann's Sq.
	MANCHESTER	4	36	
	(St. Ann's Square.)			

LIVERPOOL TO MANCHESTER. *Reverse.*—Turn r. past St. Ann's Ch., down St. Ann's St., then l. along Deansgate for ½ m., taking the fourth trmwy. turn, down Liverpool Rd., at foot of which turn l. along Water St.; then to r. over br. (R. Irwell), up Regent Rd., and straight forward through Weaste, Eccles (bearing r. in Market Pl.), and Patricroft to Peel Green, following the tramlines all the way. At tram terminus keep r., passing cemetery, and forward through Higher and Lower Irlam, and Cadishead. At fork at end of village (d.p.) bear l. to Hollins Green, and forward until 1 m. from Warrington, where telegraph wires end. Bear l. along Church St., and r. opposite Ring o' Bells public-house, and bend r. along Irlam St., and l. up Buttermarket St. to Marketgate. Leave same by Sankey St., and immediately over rly. br. keep l. along Liverpool Rd. to Sankey Br. At end of village cross br. over canal; keep straight on to fork about ½ m. further, where bear r. (d.p.), then l. at Catholic Chapel. Two m. past Bold Bridge bear r. at fork, through Rainhill, and at fork, 1½ m. past village; bear r. again to Prescott. Bear l. through Prescott, and then forward to Old Swan, where turn r. and follow tramlines leading into Liverpool.

ALTERNATIVE ROUTE. LIVERPOOL TO PRESCOT.

Miles from Prescot.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
9	LIVERPOOL	...	...	Above route to Old Swan public-house, where keep straight on at fork, over undulating road to Roby. At foot of hill turn <i>l.</i> under rly. br., and, a little further, at Huyton turn <i>l.</i> and then <i>r.</i> at church, to Prescot Brow, and follow above route into Prescot. Indifferent surface.
6	Old Swan P.H.	3		
3	Roby	3		
	PRESCOT	3	9	

LIVERPOOL TO PRESCOT. *Reverse.*—At foot of hill out of Prescot turn to *l.* to Huyton Ch., where to *l.* again, and shortly after to *r.* to Roby. Thence straight forward to Liverpool.

NOTE.—(a) Riders going south will find the following a good connection between above route and Route 2, as avoiding the centre and busiest part of Warrington, and having a good macadam surface all the way. Entering Warrington turn *r.* just after crossing rly., in Sankey St.; bear *l.* round Patten Arms. Then turn sharp *r.* and *l.* over level crossing, and passing rly. sta. on *r.*, and forward to Bridge St., where Route 2 is joined. *In reverse* direction turn *l.* after crossing R. Mersey, passing rly. sta., and just beyond bear *r.* over level crossing; then sharp *l.* to Patten Arms (on *r.*), and another rly. sta. (on *l.*). Here turn *r.*, then *l.* over rly. br. and along Liverpool Rd., there joining Route 115.

ROUTE 115A. HOLLINFARE TO NORTHWICH.

Miles from Northwich.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
13 $\frac{1}{4}$	HOLLINFARE	...	...	Proceed towards Warrington, in about $\frac{3}{4}$ m. turn <i>l.</i> and at once begin long steady ascent to High Level Br. over Ship Canal. Descending use care at toll gate ($\frac{1}{2}$ d. per person, cycle <i>nil</i> , gate always closed). At foot of incline (d.p.) <i>r.</i> , and forward to cross-road, turning <i>r.</i> and crossing R. Bollin.
12 $\frac{1}{4}$	High Level Bridge..... (Ship Canal.)	1		
11 $\frac{1}{4}$	Heatley	1	2	Entering Heatley keep <i>l.</i> , cross rly. level crossing at Heatley—Warburton Sta., and easy rising road to passing under canal (bad pavé under br.), then long steady ascent to crossing Lymm—Altrincham Road. Straight forward over good, easy, undulating road to High Legh School; keep <i>l.</i> , and opposite High Legh Park gates <i>r.</i> , and forward, keeping <i>l.</i> after slight descent, then <i>r.</i> on to Bate Heath, then <i>r.</i> to Great Budworth. Proceed down main street, at foot, <i>l.</i> at Well House, and on to Northwich (as in route Northwich to Warrington, No. 97 reverse).
11	Heatley—Warburton Station	$\frac{1}{4}$		
10 $\frac{1}{2}$	Canal Bridge	$\frac{1}{2}$		
9 $\frac{1}{2}$	Cross-road Lymm— Altrincham	1		
7 $\frac{3}{4}$	High Legh Gates.....	1 $\frac{3}{4}$		
4 $\frac{1}{4}$	Bate Heath	3		
3 $\frac{1}{2}$	Great Budworth	1 $\frac{1}{2}$		
	NORTHWICH	3 $\frac{1}{2}$	13 $\frac{1}{4}$	
	(Bull Ring.)			

HOLLINFARE TO NORTHWICH. *Reverse.*—Proceed as in Route 97 to Swan House, keep over cross-road, and at fork $1\frac{1}{4}$ m. beyond *r.*, then *l.* at Bate Heath. At High Legh *l.*, and at once *r.*, and after crossing rly. and R. Bollin *l.*, and *l.* in Warburton village. Cross Ship Canal High Level Br., and *r.* on joining Warrington—Manchester Road to Hollinfare.

ROUTE 116. LIVERPOOL TO SCARBOROUGH.

(Via Prescott, Bolton, Ripponden, Halifax, Leeds, and York.)

Miles from Scarboro'.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
138 $\frac{3}{4}$	LIVERPOOL	...	...	Route 115 to Prescott, where, leaving hotel on <i>r.</i> , follow tramlines (which go all way to St. Helens) along St. Helens Rd. to top of Eccleston Hill, where, at fork, turn <i>l.</i> down the hill and up steep ascent to the Waterworks, where road bends to <i>r.</i> , and shortly after turn sharp to <i>l.</i> at old toll bar. Then straight forward, entering St. Helens down steep descent of Cropper's Hill (roughly paved with setts), and at foot turn to <i>r.</i> along Liverpool Rd., leaving tramlines at fork with Tontine St. Straight on along this and Market St. into Church St., where turn <i>l.</i> , and immediately after to <i>r.</i> , along Hardshaw St. to Town Hall. Macadam at side of rails from Prescott to top of Cropper's Hill.
130 $\frac{3}{4}$	Prescot (King's Arms Hotel.)	8	8	
129	<i>Eccleston Hill</i>	1 $\frac{3}{4}$		
127 $\frac{1}{4}$	St. Helens (Town Hall.)	1 $\frac{3}{4}$	11 $\frac{1}{2}$	Turn <i>r.</i> by Town Hall, along Corporation St., and follow tramlines past station, along Higher Parr St.; to <i>l.</i> at fork, and <i>l.</i> again at next fork, along Park Rd. to Princess Alice Hotel, where turn <i>l.</i> over canal br.; gentle rise for $\frac{1}{4}$ m., then descent to swing br. over canal and Blackbrook. Ascent of $\frac{3}{4}$ m. to Huntsman Inn, where turn sharp to <i>l.</i> (leaving tramlines <i>r.</i> to Haydock). Descent of about 200 yds., then short rise over level crossing, and $\frac{3}{4}$ m. further is another level crossing, then straight on for about 2 m. to Ashton-in-Makerfield. From Corporation St., St. Helens, to Huntsman Inn, there is macadam at side of tram rails, then good macadam and fairly level to Ashton, which enter by Liverpool Rd., and keep straight on along Gerard St., and straight forward at end of village (<i>l.</i> to Wigan), along Bolton Road.
125 $\frac{3}{4}$	<i>Blackbrook</i>	1 $\frac{1}{2}$		$\frac{3}{4}$ m. further, at Stubshaw Cross, keep <i>l.</i> -hand forward road (good macadam), along Lily Lane, over a level crossing, to Bamfurlong Sta.; short descent, over canal br. and cobble paving, to Platt Bridge, where turn sharp to <i>l.</i> (d.p.). About 200 yds. further keep to <i>r.</i> , and at King
125	Huntsman P.H.	$\frac{3}{4}$		
122 $\frac{1}{4}$	Ashton-in-Makerfield ...	2 $\frac{3}{4}$	16 $\frac{1}{2}$	
121 $\frac{1}{2}$	Stubshaw Cross	$\frac{3}{4}$		
119 $\frac{3}{4}$	Platt Bridge	1 $\frac{3}{4}$		

Route 116. **LIVERPOOL TO SCARBOROUGH**—*continued.*

<i>Miles from Scarboro'.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
119 $\frac{1}{4}$	Platt Bridge Rly. Sta.	$\frac{1}{2}$		William Hotel to <i>r.</i> again ($\frac{1}{2}$ to Wigan), and then under the rly. at Platt Bridge Sta. Here turn to <i>r.</i> by Railway Hotel, and straight forward along Liverpool Rd. to Platt Lane, Hindley, where join tramlines, d.p. on lamp, and keep straight forward with them into Hindley Market Pl., d.p. on lamp, and tram terminus.
117 $\frac{3}{4}$	Hindley (Market Place.)	1 $\frac{1}{2}$	21	Turn to <i>r.</i> and then to $\frac{1}{2}$ up steep gradient of Castle Hill Rd., then forward over undulating road to Westhoughton Ch., where turn to <i>r.</i> by Wheat Sheaf Inn, along Market St., to the White Lion Inn, where turn sharp to $\frac{1}{2}$ (from Platt Bridge to here road is almost entirely paved with rough setts), along Cow Lee Lane, and straight forward, crossing Manchester—Chorley Road by the White Horse Inn, chiefly uphill to Dean; whence downhill and tramlines rest of way. Entering Bolton by Wigan Rd., Pikes Lane, Blackburn St., then to <i>r.</i> along New St., to $\frac{1}{2}$ along Blackhorse St., then first on <i>r.</i> Ashburner St., and $\frac{1}{2}$ along Cheapside to Town Hall.
115 $\frac{1}{4}$	Westhoughton (Church.)	2 $\frac{1}{2}$		
114 $\frac{1}{2}$	White Horse P.H.	$\frac{3}{4}$		
112 $\frac{1}{4}$	Dean	2 $\frac{1}{4}$		
110 $\frac{1}{4}$	BOLTON (Town Hall.) ↑	2	28 $\frac{1}{2}$	Leave Town Hall Sq. by Oxford St., and turn $\frac{1}{2}$ along Deansgate and Churchgate; descend Church Bank, keeping to <i>r.</i> Pass under rly. viaduct in $\frac{1}{4}$ m., and then rise to junction of three streets. Take the centre one (Bury New Rd.), rising gently to Radcliffe Rd., then moderately descending to Tonge Br. Up to this point the road is paved with good setts. Steep rise, over poor paving, to Tonge Fold, then dip to Tootil Br. and rise to Brightmet. Thence gently undulating road, with macadam on the <i>r.</i> and bad pavement on the $\frac{1}{2}$, to the Halfway House, after which the surface somewhat improves. After passing Bury Barracks, paving and tramlines begin, which follow over Bury Bridge and up gradual rise to Peel Monument, Bury.
109 $\frac{1}{4}$	Tonge Fold	1		
109	Brightmet	$\frac{1}{4}$		
107 $\frac{3}{4}$	Ainsworth..... (Coach and Horses.)	1 $\frac{1}{4}$		
107	Halfway House	$\frac{3}{4}$		
105 $\frac{1}{4}$	Bury Barracks	1 $\frac{3}{4}$		
104 $\frac{3}{4}$	Bury Bridge.....	$\frac{1}{2}$		
104 $\frac{1}{4}$	Bury (Peel Monument.)	$\frac{1}{2}$	34 $\frac{1}{2}$	Bury is paved with good Welsh setts. Leave square by Market St. (bad setts), then $\frac{1}{2}$ by Opera House, along Princess St. (good small setts). At King's Arms Hotel turn <i>r.</i> , along Rochdale Rd., over large rough setts, gently descending, but becoming steeper to br. over R. Roach. Shortly afterwards fair macadam begins, and lasts to within $\frac{3}{4}$ m. of Heywood Market Pl. Long rise to Summit Inn, and slight descent to junction of Bury new and old roads (d.p.) Then
103	Roach Bridge	1 $\frac{1}{4}$		

Route 116. LIVERPOOL TO SCARBOROUGH—continued.

Miles from Scarboro'.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
102	Summit Inn	1		execrable paving along Bury St. and Market St. to Market Pl., Heywood. (Tramlines all the way from Bolton to Heywood).
101	Heywood (Market Place.)	1	37 $\frac{3}{4}$	Bear $\angle$, by the church down York St., macadam at side of tramlines, straight forward, with occasional patches of setts, over undulating road to foot of Sudden Brow, where join road from Manchester, and follow Route 134.
98 $\frac{3}{4}$	Sudden Brow <i>Junction with Manchester Road.</i>	2 $\frac{1}{4}$		
97 $\frac{1}{4}$	Rochdale..... (Town Hall.)	1 $\frac{1}{2}$	41 $\frac{1}{2}$	Leaving Town Hall on $\angle$, proceed along South Parade, turn $\angle$ over br. over R. Roach, then $\angle$, following tramlines along Smith St. and Entwistle Rd. to junction with Halifax Rd., to $\angle$ along this, still following lines and sett paving through Durnley to Littleborough—level to junction with Halifax Rd., then steady rise and undulating, with easy descent into Littleborough—with macadam at side of tramlines nearly all the way. At tram terminus in Littleborough (church on $\angle$) keep straight on (d.p.) under railway arch, and then long steep rise to top of Blackstone Edge. Good macadam surface from White House. Almost level for $\frac{1}{2}$ m., then steep descent, after which undulating to New Inn. Gradual fall to within $\frac{1}{2}$ m. of Ripponden, when it becomes steep to d.p. at Ripponden.
96 $\frac{1}{2}$	Heybrook	$\frac{3}{4}$		
93 $\frac{3}{4}$	Littleborough (Church.)	2 $\frac{3}{4}$		
91 $\frac{1}{4}$	Blackstone Edge ... (White House.)	2 $\frac{1}{2}$		
		$\frac{1}{2}$		
86 $\frac{3}{4}$	Ripponden	4	52	Bearing $\angle$ at d.p. at Ripponden good macadam road, falling gently for 1 m., until nearing Triangle, when bad paving begins, road still descending to Sowerby Bridge. At Town Hall turn $\angle$, and a little further, $\angle$ ($\angle$ to Wakefield) up steep rough hill. Short interval of inferior macadam on nearing King Cross, then enter Halifax, slightly descending.
85 $\frac{1}{4}$	Triangle.....	1 $\frac{1}{2}$		
84	Sowerby Bridge ... (Town Hall.)	1 $\frac{1}{4}$		
82 $\frac{1}{2}$	King Cross	1 $\frac{1}{2}$		
81 $\frac{1}{4}$	Halifax.....	1 $\frac{1}{4}$	57 $\frac{1}{2}$	Proceed along Harrison Rd., turn $\angle$ down Silver St., $\angle$ along Waterhouse St., $\angle$ down Broad St., $\angle$ along Northgate, and over North Br. (indifferent setts through the town.) After passing North Br., proceed to $\angle$ up New Bank (stiff pull); at top bear $\angle$ under Godley Br., and a descent of $\frac{1}{2}$ m. to Stumpcross.
80	Stumpcross	1 $\frac{1}{2}$	58 $\frac{3}{4}$	Here take centre road (a), steady rise for 2 m. to Shelf, where tramlines from Bradford end. Nearly level road to Wibsey Bankfoot, where turn $\angle$ along Rooley Lane to Dudley Hill.
77 $\frac{1}{2}$	Shelf	2 $\frac{1}{2}$		
75 $\frac{1}{4}$	Wibsey Bankfoot	2 $\frac{1}{4}$		
73 $\frac{3}{4}$	Bierley	1 $\frac{1}{2}$		
73 $\frac{1}{4}$	Dudley Hill.....	$\frac{1}{2}$	65 $\frac{1}{2}$	Cross Wakefield—Bradford Road, and bear $\angle$ at fall just beyond. Easy road, crossing rly. br., from which there is a slight rise, passing Thornbury on $\angle$ to Junction Inn, when join Bradford

Route 116. LIVERPOOL TO SCARBOROUGH—continued.

Miles from Scarboro'.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
71 $\frac{3}{4}$	Laisterdyke	1 $\frac{1}{2}$		—Leeds Road, and turn <i>r.</i> Straight undulating road, indifferent surface, to Stanningley, just before entering which is a short steep descent, often rough.
69 $\frac{1}{2}$	Stanningley	2 $\frac{1}{4}$	69 $\frac{1}{2}$	Bad macadam and level crossing in village. At division of road, keep <i>r.</i> , being the best road to Leeds (<i>L.</i> also goes to Leeds, but is much more hilly), undulating macadam surface to Armley, where keep <i>L.</i> Fairly level road, granite-paved; at 3 m. turn <i>L.</i> , cross Wellington Br., then turn <i>r.</i> and proceed alongside rly. until trams are reached, when follow same into Briggate, Leeds.
68	Bramley	1 $\frac{1}{2}$		
66	Armley	2		
64	LEEDS (Briggate.)	2	74 $\frac{3}{4}$	Cross Briggate, and follow tramlines along Duncan St., and down Kirkgate, and up Marsh Lane to terminus, and turn <i>r.</i> up York Rd. Granite setts extend for $\frac{1}{2}$ m. after which the road is macadam. At Killingbeck take <i>L.</i> -hand road (<i>r.</i> to Selby); undulating road, uneven macadam surface to Seacroft.
62	Killingbeck	2		
60	Seacroft	2	78 $\frac{3}{4}$	The road continues undulating, but easier than the previous stage; generally loose and stony surface, especially in dry weather. At 10th m.s. (from Leeds) cross the Great North Road, and forward to Tadcaster.
50	Tadcaster	10	88 $\frac{3}{4}$	Cross R. Wharfe, then stiff ascent followed by almost level road, with, for the most part, loose and "rutty" surface. At $\frac{1}{2}$ m. beyond Dringhouses tramlines commence, surface continues to be bad macadam till within the walls of York, when the streets are mostly paved with small cobbles.
47	Streethouses	3		
43	Dringhouses	4		
41	York	2	97 $\frac{3}{4}$	Tramlines lead to corner of High Ousegate, whence pass along Spurriergate, Market St., Church St., and Goodramgate, and leave the city by Monk Bar and keep straight on over canal by Monk Br. At $\frac{1}{2}$ m. further bear <i>L.</i> (d.p.), leaving Heworth to <i>r.</i> Good level running for 4 m., when cross rly. on level, after which it is more undulating to Barton Hill Rly. St.
40 $\frac{1}{4}$	Heworth	3 $\frac{1}{4}$		
36 $\frac{1}{4}$	Level Crossing	4		
30 $\frac{1}{2}$	Barton Hill Rly. Sta.	5 $\frac{3}{4}$	108 $\frac{1}{4}$	Cross rly. on level, and after a gradual rise of $\frac{1}{2}$ m. ascend Whitwell Hill, long and very steep. Thence undulating with some sharp rises and falls, but good surface. Then a long straight descent, requiring care, to Crambeck Br., followed by a steep ascent, the road continuing to rise steadily for 1 m., after which it is chiefly descending to Malton. Good surface.
30	↑ Whitwell Hill ...	$\frac{1}{2}$		
29	Whitwell-on-the-Hill ...	1		
27 $\frac{1}{2}$	Crambeck Bridge	1 $\frac{1}{2}$		

Route 116. LIVERPOOL TO SCARBOROUGH—continued.

<i>Miles from Scarboro'.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
26½	↑			
23	Malton	4½	115½	At cross-roads by the P.O. turn <i>r.</i> , and bear <i>r.</i> over R. Derwent and level crossing; then keep <i>l.</i> through Norton, and cross rly. br. Easy road and almost level. At Scagglethorpe, at the foot of the Wolds, there is a slight rise, the road bending to <i>r.</i> , thence level to Rillington. Good surface.
22½	Norton	½		
19½	Scagglethorpe	3		
18	Rillington	1½	120¾	At 1½ m. further, at fork, take <i>r.</i> -hand road to Scarborough, which, though 1 m. further than that to <i>l.</i> , is much easier riding. Good level running through Sherburn.
14	West Heslerton	4		
13	East Heslerton	1		
11	Sherburn	2	127¾	Road continues level, with excellent surface to Staxton, entering which road from Great Driffeld joins on <i>r.</i> At Spital Corner, just beyond Staxton, there is a short and sharp descent. The surface continues fair and level for 1 m., to a level crossing, just beyond which there is a short stretch of perpetually rough heavy road, improving again towards Seamer, on entering which cross rly. by br.
9	Ganton	2		
7	Staxton	2		
4	Seamer	3	134¾	Turn sharp <i>r.</i> in village (d.p.), and almost immediately <i>l.</i> , then again <i>r.</i> Gradual rise for ¾ m. to Crossgates, when turn sharp <i>l.</i> opposite the farm buildings (forward to Filey). Short easy descent, then gradual rise, till just beyond Gasworks the road falls sharply and bends awkwardly to <i>l.</i> , then rises gradually to Falsgrave. Entering the suburb bear <i>r.</i> opposite the Board Schools (the direct route to Scarborough here joining on <i>l.</i>). Almost level road, rising slightly into Scarborough, passing rly. sta. on <i>r.</i> Rather uneven surface.
3¼	Crossgates Farm	¾		
¾	Falsgrave	2½		
	Scarborough ...	¾	138¾	

LIVERPOOL TO SCARBOROUGH. Reverse.—Leave Scarborough by Falsgrave Vale, passing rly. sta. on *l.* In Falsgrave bear *l.* opposite the Board School, and at Crossgates turn *r.* In Seamer turn *l.* and follow road to *r.*, then to *l.* again. Thence direct to Spital Corner, where turn *r.* up short steep hill. In Norton turn *r.*, cross rly. and river, and bear *l.* into Malton. At P.O. turn *l.*, and a direct forward road to York. Enter by Monk Br. and Monk Bar, and forward by Goodramgate, Church St., Market St., and Spurriergate to High Ousegate, where tramlines are met. Follow same, leaving the city by Ouse Br. and Micklegate Bar, and direct forward road to Tadcaster. At northern end of town turn *l.*, and keep straight forward at the rly. sta., whence a direct road to Leeds, entering by York Rd., Marsh Lane, and Kirkgate. Forward along Duncan St., cross Briggate, along Boar Lane (a), City Sq., and over Wellington St., passing Midland Rly. Sta. on *l.* At St.

Phillip's Ch. turn *l.* over Wellington Br., then turn *r.* Keep *r.* in Armley, and turn *l.* in Stanningley, and $1\frac{3}{4}$ m. further, at Junction Inn, turn *l.* Keep straight on over cross-roads at Dudley Hill, and at Bierley bear *r.* to Wibsey Bankfoot, where turn *l.* Follow tramlines to top of hill, and with them bear to *r.* where they fork. At Stump-cross turn *l.* up the Godley Cutting, and after passing under br. sharp descent to North Br. Crossing same into Halifax, proceed along Northgate, and take third turn to *r.* up Broad St., then *l.* along Waterhouse St., *r.* up Silver St., *l.* along Harrison Rd., *r.* past Trinity Ch., up West Parade, to King Cross, and bear *l.* at fork. At Royal Hotel, at Sowerby Bridge (d.p. on hotel), turn *l.* and forward to Ripponden. At fork at end of village keep *r.* (d.p.) uphill to White House, where bear *l.* to Littleborough. After passing under rly. arch, keep straight on and follow tramlines down Halifax Rd.; at foot turn *l.* with them, along Entwistle Rd. and Smith St., at end of which cross br. to *l.*, and then *r.* to Town Hall, Rochdale. Thence continue to follow tramlines, having river on *r.* and park on *l.* By the church turn *l.* up Manchester Rd., and at foot of Sudden Brow bear *r.* (d.p.). 200 yds. before reaching Heywood Ch. and at fork of three roads keep *r.*, following tramlines, then forward through Market Pl., Market St., and Bury St.; 1 m. further at fork of old and new roads take latter, and follow tramlines through Bury, and forward to Tonge Br. Crossing same take centre road, then forward up Church Bank and Churchgate, and along Deansgate, and turn *l.* along Oxford St. to Town Hall, Bolton. Leave Town Hall Sq. by Cheapside, take second turn on *r.* (Ashburner St.), and along Black Horse St., to *l.* along this, then to *r.* along New St., then *l.* up Moor Lane, and keep to *r.* up Blackburn St., Pike's Lane, and Wigan Rd. to Dean; *l.*-hand forward road by the church, then straight on across Manchester—Chorley Road to the White Lion Inn, Westhoughton, where turn *r.*, along Market St., and to *l.* along Wigan Rd. by Wheat Sheaf Inn; thence direct to bottom of Castle Hill Rd., Hindley. At lamp (d.p.) keep to *r.* into the Market Pl., where turn *l.*, and at bottom of hill at cross-road keep straight on along Liverpool Rd. to Platt Bridge, where turn to *l.* under rly. sta. and $\frac{1}{4}$ m. further to *l.* again at King William Hotel. About $\frac{1}{2}$ m. further turn to *r.*, after crossing Platt Bridge over brook, then along Lily Lane into Ashton-in-Makerfield. Straight forward along Gerard St. and Liverpool Rd. to Huntsman Inn, where turn to *r.* and follow tramlines along Park Rd. and Corporation St. to Town Hall, St. Helens, where turn to *l.* along Hardshaw St. into Church St. To *l.* along this, then immediately after to *r.* along Market St. and Tontine St., and straight forward up Liverpool Rd.; then to *l.* up Cropper's Hill, and to *r.* at old toll bar; then straight forward with tramlines to King's Arms Hotel, Prescott. Thence by Route 115 (reverse) to Liverpool.

ALTERNATIVE ROUTE.

PRESCOT TO BOLTON.

Miles from Bolton.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
21	PRESCOT	...	...	Route as above to Westhoughton, where at White Lion Inn, keep straight forward over undulating road for about a mile on to the Chorley and Manchester Road, by the Stag and Griffin Inn, where turn <i>r.</i> over level crossing at Chequerbent Sta., and straight on to Hulton Arms Hotel.
5 $\frac{1}{4}$	Westhoughton (White Lion Inn.)	15 $\frac{3}{4}$		

PRESCOT TO BOLTON—*continued.*

Miles from Bolton.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
3	Hulton Arms Hotel ...	2 $\frac{1}{4}$		Here turn to <i>L.</i> , uphill for about $\frac{3}{4}$ m., then chiefly downhill rest of way, past Daubhill Sta., and entering Bolton by St. Helens Rd., Derby St., Weston St., and Great Moor St., where turn to <i>L.</i> along Newport St. and Cheapside to Town Hall Sq.
	BOLTON (Town Hall.)	3	2I	

PRESCOT TO BOLTON. *Reverse.*—Leave Town Hall Sq. by Cheapside and Newport St., turning to *r.* along Great Moor St. and Weston St., and straight forward up Derby St. and St. Helens Rd. to Hulton Arms Hotel, where turn to *r.* and just beyond Chequerbent Sta. to *L.*, opposite Stag and Griffin Inn, and straight forward to Westhoughton Market Pl. To tram terminus at Daubhill, road is paved, then one side is macadam and the other paved all the way to Westhoughton.

NOTE.—(a) The direct road from Halifax to Leeds, known as the “Whitehall Rd.,” is via Stump-cross, Hipperholme, Westfield, Drighlington, and Farnley, entering Leeds by Whitehall Rd., and joining Boar Lane near the Mid. Rly. Sta. *In reverse*, leave Leeds by Boar Lane, take first turn *L.* after passing Mid. Rly. Sta., and 1 m. further Dewsbury road branches off to *L.* Keep straight on, passing Cattle Market (on *L.*), under and over rly. to Farnley, whence keep straight on to Stump-cross. Turn *L.* and forward as in main route.

Although 2 m. shorter, this route is not recommended, as from Stump-cross to Farnley it is a continuous succession of steep ascents and descents.

ROUTE 117. LIVERPOOL TO PRESTON.

Miles from Preston.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
3I	LIVERPOOL (St. George's Hall.)	...	...	Proceed downhill past Brown's Museum; turn <i>r.</i> along Byrom St., where tramlines begin, then mostly uphill, along Scotland Rd., keeping <i>r.</i> at fork at Rotunda Theatre along Kirkdale Rd., Walton Rd., and County Rd., to Walton Ch.
29 $\frac{3}{4}$	Rotunda Theatre	1 $\frac{1}{4}$		
28 $\frac{1}{4}$	Walton (Church.)	1 $\frac{1}{2}$	2 $\frac{3}{4}$	Leaving church on <i>r.</i> proceed downhill, crossing over rly. at Walton Sta., and again at Preston Rd. Sta. $\frac{1}{2}$ m. further the road forks at Black Bull Inn; keep <i>L.</i> , along <i>L.</i> -hand branch of tramlines, and cross under rly. at Aintree, where tramlines and setts yield to macadam.
26 $\frac{1}{4}$	Aintree (Station.)	2	4 $\frac{3}{4}$	
				Racecourse is passed on <i>r.</i> Cross over canal $\frac{3}{4}$ m. further, and bending to <i>L.</i> under two rlys., and $\frac{1}{2}$ m. further a third and a bridge over R. Alt, reach Maghull, just before which again cross over canal.

Route 117. LIVERPOOL TO PRESTON—continued.

Miles from Preston.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
23 $\frac{1}{4}$	Maghull (Canal Bridge.)	3	7 $\frac{3}{4}$	Turn <i>l.</i> at Maghull, and $\frac{3}{4}$ m. further at fork keep <i>r.</i> (<i>l.</i> Southport). Road now ascends steadily, passing Southport Water Works on <i>r.</i> to Aughton, where turn <i>l.</i>
20 $\frac{3}{4}$	Aughton (Church.)	2 $\frac{1}{2}$	10 $\frac{1}{4}$	The road has some sharp bends about here, and the gradient now becomes steeper for 1 $\frac{1}{2}$ m., and then there is a descent to Ormskirk, and a slight ascent through town.
18 $\frac{1}{2}$	Ormskirk (King's Arms.)	2 $\frac{1}{4}$	12 $\frac{1}{2}$	From Aintree to Ormskirk the road surface is somewhat rough macadam, with occasional patches of execrable pavement. Keep straight on, leaving King's Arms on <i>r.</i> , and proceed down hill, along a narrow paved street, which is soon transformed into a wide road with excellent surface. In 3 m. cross over canal, and $\frac{1}{4}$ m. further over rly. at Burscough Bridge Sta.
15 $\frac{1}{4}$	Burscough-Bridge .. (Station.)	3 $\frac{1}{4}$	15 $\frac{3}{4}$	At Rufford bear <i>r.</i> , and after village skirt park on <i>l.</i>
13	Rufford (Scarlsbrick Arms.)	2 $\frac{1}{4}$	18	In 2 $\frac{1}{2}$ m. pass Sollom, and turn sharp to <i>r.</i> near Tarleton.
9 $\frac{3}{4}$	Tarleton (Road-bend.)	3 $\frac{1}{4}$	21 $\frac{1}{4}$	Descend to br. over R. Douglas, then bear <i>l.</i> and ascend to Much Hoole.
7 $\frac{3}{4}$	Much Hoole.....	2	23 $\frac{1}{4}$	Thence level and winding but not mistakable to Longton, just before which cross under rly. and turn <i>r.</i> at entrance of village.
4 $\frac{3}{4}$	Longton (Church.)	3	26 $\frac{1}{4}$	Leaving village turn <i>l.</i> , and proceed through Hutton 1 m., and down Penwortham Hill 1 $\frac{3}{4}$ m. further to br. over R. Ribble. Turn <i>l.</i> over br., and <i>l.</i> again after crossing. Skirt river for $\frac{1}{4}$ m., then keep up Fishergate to Preston Town Hall. From Ormskirk to Preston the road surface is excellent, with the exception of some paved bits near Burscough. Setts and tramlines in Preston.
	PRESTON (Town Hall.)	4 $\frac{3}{4}$	31	

LIVERPOOL TO PRESTON. Reverse.—Proceed down Fishergate, and over Penwortham Br., turn *r.* after crossing; then up Penwortham Hill to Longton, where turn *r.* and *l.* on entering and leaving village respectively. Cross under rly. and turn *l.* near Tarleton (*r.* to Southport). After passing Ormskirk, severe uphill and winding descent to Aughton; then chiefly downhill to Maghull. Turn *r.* over canal br., and soon after *l.* Cross under rly. three times, and then over canal, whence chiefly uphill past Aintree to Walton Ch., from which point mostly downhill to Haymarket, when turn *l.* up William Brown St. to St. George's Hall.

ROUTE 118. LIVERPOOL TO SOUTHPORT.

Miles from Southport.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
21	LIVERPOOL (St. George's Hall.)	...	...	Proceed down hill past Brown's Museum, and straight on along Dale St. Turn <i>r.</i> down Hatton Gardens in Tithebarn St. and cross to Vauxhall St., and keep straight on to end of Commercial Rd. Tramlines and setts throughout. At cross-roads turn <i>l.</i> with trams along Stanley Rd. to Bootle, which is paved with setts.
19	End of Commercial Road	2		
18	Bootle (Town Hall.)	1	3	
15½	Waterloo	2½		
14½	Great Crosby .	1½		
13	Little Crosby	1½		
11½	Blundell Arms P.H. ...	1½		
8	Formby	3½		
7	Freshfield	1		
4	Ainsdale	3		
1½	Birkdale	2½		Proceed by Irlam and Strand Rds. to the Rimrose, where the Crosby road is joined. Wide, level road, with rather rough surface to Great Crosby. After ¼ m. of setts in village, turn <i>r.</i> at fork by police sta. to Little Crosby, and at end of village take road to <i>r.</i> (d.p.) and at church (about 100 yds. further) turn sharp <i>l.</i> Winding road to Blundell Arms Hotel, where take to <i>l.</i> (d.p. "Southport"). Rough "setts" now begin which last the whole way to Southport, with the exception of occasional macadam stretches. 3 m. further turn sharp to <i>r.</i> , and 1½ m. further to <i>l.</i> over R. Alt (d.p. "Formby") to Formby, and at the cross in the village turn to <i>r.</i> (d.p. "Southport"). In Freshfield turn <i>r.</i> by Jones' Hotel, and 1 m. further to <i>l.</i> (d.p.), afterwards passing under rly. br. to Ainsdale Rly. Sta. In the village turn to <i>r.</i> (d.p.) by Railway Hotel, then <i>l.</i> to Birkdale. Tramlines begin by Crown Hotel, follow these to Birkdale Rly. Sta., thence along Weld Rd., York Rd., Aughton Rd., and Lord St. to Cambridge Hall, Southport.
	Southport	1½	21	

LIVERPOOL TO SOUTHPORT. Reverse.—Proceed along Lord St., and follow tramlines along London St. and Chapel St. to terminus at Birkdale; then straight forward to Ainsdale, where turn *l.* by Railway Hotel, and at cross-roads beyond Ainsdale Sta. turn *r.* to Freshfield, where turn *l.* opposite Jones' Hotel. In Formby turn *l.* by the cross, and sharp *r.* after crossing br. over R. Alt. At Blundell Arms (about 2 m. further) keep *r.*, and again *r.* by the church outside Little Crosby, and directly after *l.*, and through the village to Great Crosby, then straight on along Crosby Rd., N. and S., Strand Rd., and Irlam Rd. to Bootle Town Hall. Thence by Stanley Rd. and at end down Commercial Rd., cross Tithebarn St. and enter Dale St., where turn *l.* to St. George's Hall.

ROUTE 119. SOUTHPORT TO PRESTON.

Miles from Preston.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
19½	Southport	...	...	Proceed E. along Lord St., (small "setts" for ½ m. then good asphalt surface), bear <i>l.</i> round Hesketh Park, then turn <i>l.</i> along Cambridge Rd. and keep forward until just past rly. sta. when bear <i>l.</i> to Churchtown Gardens (tramlines all the way). Indifferent "setts" to Crossens, in which turn <i>r.</i> over level macadam road (d.p.) by Plough Hotel. After crossing Sluice Br., turn sharp <i>r.</i> to Mere Brow over alternate cobbles and macadam. Opposite School-house take first turn to <i>l.</i> over similar road to Holme, where bear to <i>l.</i> , thence direct along Blackgate Lane; poor road to Tarleton. Turn to <i>r.</i> (d.p.) opposite church in village, and after short run join road from Liverpool (Route 117) and turn <i>l.</i> for Preston.
	(Cambridge Hall.)			
17	Churchtown Gardens	2½		
15½	Crossens	1½		
14½	Sluice Bridge	1		
12½	Mere Brow	2		
11¾	Holme	¾		
9½	Tarleton	2¼		
	PRESTON	9½	19½	
	(Town Hall.)			

SOUTHPORT TO PRESTON. Reverse.—Follow Liverpool Rd. for 9¼ m., where turn sharp *r.* (d.p. "to Southport") into Tarleton, and *l.* down Blackgate Lane. After leaving Holme, turn *r.* (d.p.) to Mere Brow, then *r.* again, and first to *l.* to Churchtown Gardens, after passing which turn *r.* following tramlines down Cambridge Rd., then *r.* again along Lord St. to Cambridge Hall.

ROUTE 120. TARLETON TO HESKETH BANK.

Miles from Hesk. Bank	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
2¾	TARLETON	...	...	Coming from the S. (a) leave Liverpool—Preston Road just beyond Ram's Head Inn (d.p. "to Southport"), continue through village, passing new church on <i>r.</i> , to d.p., where turn <i>r.</i> and immediately <i>l.</i> (d.p. "to Hesketh Bank"). Keep straight on over a level road, crossing rly. at sta., to Hesketh Arms Inn, whence a short, paved descent, at foot of which turn <i>l.</i> (d.p.) into village. Through Tarleton and ½ m. beyond are rough setts, after which good macadam.
	(Junction with Liverpool—Preston Road.)			
	↓			
	HESKETH BANK	2¾	2¾	

TARLETON TO HESKETH BANK. Reverse.—From village proceed up short steep rise (d.p. at foot) to Hesketh Arms Inn, then straight forward to entrance of Tarleton village (a), where turn *r.* (d.p.), and immediately after *l.* (d.p.), then straight on, passing new church on *l.* into Liverpool—Preston Road.

NOTE.—(a) If coming from North, on Preston—Liverpool Road, turn sharp *r.* opposite old church. Entering village, turn sharp *l.* (d.p.) and immediately *r.* (d.p.), then straight on to Hesketh Arms. In reverse, turn *l.* instead of *r.* on entering village, then immediately *r.*, joining Liverpool—Preston Road opposite old church.

ROUTE 121. WARRINGTON TO SOUTHPORT.

<i>Miles from Southport.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		Inter-mediate.	Total.	
28 $\frac{3}{4}$	Warrington ... (Market Cross.)	...	...	Leave by Liverpool Rd. (setts), over rly. br., bearing <i>l.</i> Level to very narrow swing br. over canal, which cross, and keep straight forward, slightly rising to Great Sankey. Cross rly. br., and excellent road forward to Bold. At Tipping Arms Inn turn <i>r.</i> (d.p.) (forward to Prescott), then gradual rise to Clockface Rly. Sta., where cross rly. br. and keep straight forward, down steep rough descent to br. over brook; then equivalent ascent to Marshall's Cross Rly. Sta. Cross rly. br. (cobbles), then fair and level road to Peasley Cross. Tramlines begin here, paved, with poor macadam at sides, and continue to St. Helens. Bear <i>l.</i> along Warrington New Rd. to canal br.
27 $\frac{1}{4}$	Sankey Bridge.....	1 $\frac{1}{2}$		
25 $\frac{3}{4}$	Great Sankey	1 $\frac{1}{2}$		
23 $\frac{3}{4}$	Bold (Tipping Arms.)	2		
22 $\frac{1}{4}$	Clockface Railway Sta. ↓	1 $\frac{1}{2}$		
	↑			Cross canal br. and rly. br., continuing forward along Church St., Baldwin St., and Duke St. with tramlines, and following same to Denton's Green. Keep straight forward at cross-roads (d.p.) to Windle Smithies, and again forward at cross-roads (d.p.), and bearing <i>r.</i> at next fork (d.p.). Good macadam, and slight intervals of cobbles, to Ormskirk. Short ascent to Bottle and Glass Inn, where turn <i>r.</i> (d.p.) down short steep hill, good surface, and at foot turn sharp <i>l.</i> to Rainford. After passing church, and under rly. br., bear <i>l.</i> at cross-roads (d.p.), then straight forward over level road with bad surface to Ormskirk.
21 $\frac{1}{2}$	Marshall's Cross Railway Station	$\frac{3}{4}$		
20 $\frac{1}{4}$	Peasley Cross	1 $\frac{1}{4}$		
19 $\frac{1}{4}$	St. Helens (Canal Bridge.)	1	9 $\frac{1}{2}$	
17 $\frac{3}{4}$	Denton's Green	1 $\frac{1}{2}$		
17 $\frac{1}{4}$	Windle Smithies..... ↑	$\frac{1}{2}$		Continuing straight down St. Helens Rd., at foot turn <i>l.</i> along Moor St. and Church St. Setts to foot of short hill past church, then cobbles to Scarisbrick. Keep straight forward at first fork (<i>l.</i> to Halsall, 3 m.), and at next turn <i>l.</i> (forward to Burscough), over level road, with a little downhill, to Scarisbrick.
16 $\frac{1}{4}$	Bottle and Glass P.H.. ↓	1		
14 $\frac{3}{4}$	Rainford	1 $\frac{1}{2}$		
8 $\frac{1}{4}$	Ormskirk (Market Cross.)	6 $\frac{1}{2}$	20 $\frac{1}{2}$	
5 $\frac{1}{4}$	Scarisbrick (Canal Bridge.)	3	23 $\frac{1}{2}$	
1 $\frac{3}{4}$	Blowick.....	3 $\frac{1}{2}$		Bear <i>r.</i> after crossing canal br. (<i>l.</i> to Maghull, 6 m.), round park walls, and at the end turn <i>l.</i> ; keep past Morris Dancers' Hotel, and at the Brick Kilns bear <i>l.</i> ; good road past Kew

Route 121. WARRINGTON TO SOUTHPORT—*continued.*

<i>Miles from Southport.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
	Southport (Cambridge Hall.)	1 $\frac{3}{4}$	28 $\frac{3}{4}$	Gardens, along Scarisbrick New Rd. and Eastbank St. to Lord St.; <i>r.</i> to Cambridge Hall.

WARRINGTON TO SOUTHPORT. *Reverse.*—Turn up by Cambridge Hall along Eastbank St. and straight forward to Scarisbrook. Bear *r.*, and then by park wall through Ormskirk, which leave by Rainford Rd., and straight forward to Rainford. Bear *r.* after passing through village, and at Bottle and Glass Inn, at top of hill, bear *l.*, and forward to St. Helens. Enter town by Baldwin St., and continue straight forward through Church St. and over rly. and canal bridges, and forward to Bold. Here bear *l.* direct to Warrington. Soon after passing Wire Works (on *r.*) turn *r.* over L. & N.W. Rly. past approach to station to Market Cross.

ROUTE 122. WARRINGTON TO BOLTON.

<i>Miles from Bolton.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
16 $\frac{1}{2}$	Warrington ... (Town Hall.)	...	...	Proceed along Sankey St., turn <i>l.</i> down Horse-market St., and 300 yds. after passing under rly. br. bear <i>l.</i> at fork. Warrington is paved with setts. Then long steady rise to Winwick, where keep to <i>r.</i> at church. Then slight descent, and steep rise to Bull's Head Inn, near Lowton, where turn <i>r.</i> , and immediately after crossing rly. br. at Lowton Sta. turn sharp <i>l.</i> , and then forward to Leigh. Excellent macadam road until setts are met on entering Leigh. Descend and cross canal, and then steep ascent and descent to King St., thence by Market St. to Market Pl.
13 $\frac{1}{2}$	Winwick	3		
11 $\frac{1}{4}$	Lowton Railway Sta....	2 $\frac{1}{4}$		
10	Lowton..... (St. Mary's Church.)	1 $\frac{1}{4}$		
7 $\frac{1}{2}$	Leigh (Market Place.)	2 $\frac{1}{2}$	9	Incline <i>l.</i> across Market Pl. and along Bridge St., and up Leigh Rd. At about 1 m. bad colliery level crossing, no gates. Steadily rising road, growing steeper, and paved with good setts to Atherton; proceed along King St. to Market Pl. (d.p. in centre).

Route 122. **WARRINGTON TO BOLTON**—*continued.*

<i>Miles from Bolton.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
5½	Atherton (Market Place.)	2½	11½	Turn sharp <i>l.</i> past church, and at top of hill turn sharp <i>r.</i> , and immediately afterwards to <i>l.</i> again out of Church St. up Bolton New Rd. Continuous rise, occasionally steep, over improving macadam road to Hulton Arms Inn. Keep straight forward at cross-roads, still rising for 1 m., when after short level, descent begins. Immediately passing Stag's Head P.H. very dangerous level crossing without gates. Flagrock setts have been the surface for the last mile, and are now succeeded by granite, where tramline begins. Entering Bolton, fairly steep descent of St. Helens Rd. and Derby St., and at foot of hill keep <i>r.</i> -hand forward road (Great Moor Rd.), and after passing L. & N. W. Rly. Sta. on <i>r.</i> , turn sharp <i>l.</i> following tramline along Newport St. to Town Hall, Bolton.
3	Hulton Arms P.H.	2½		
	⌵ ↓	1½		
1	Daubhill	¾		
	BOLTON (Town Hall.)	1	16½	

WARRINGTON TO BOLTON. *Reverse.*—Leave by Newport St., turn *r.* up Great Moor St. and St. Helens Rd., and forward to Atherton. In the centre of the town turn *r.* past church, and leave Market Pl. by King Street. Enter Leigh by way of Leigh Rd. and Bridge St. to Market Pl., leaving same by Market St., and down King St. over canal, and forward along St. Helens Rd. About 100 yds. past Lowton Lane Head bear *r.* (Ebenezer Chapel in fork), and in 1 m. after crossing rly. at rly. sta. bear *l.* opposite Bull's Head Inn. ½ m. further sharp bend to *r.* at foot of hill, and, a few yards further, sharp to *l.*, thence direct to Warrington. Enter by Horse Market St., turning to *r.* along Sankey St. to Town Hall.

ROUTE 123. MANCHESTER TO SOUTHPORT.

<i>Miles from Southport.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
39½	MANCHESTER (St. Ann's Square.)	...	...	Proceed down St. Ann's St. into Deansgate, turn <i>l.</i> , then first to <i>r.</i> down King St. W. to Albert Br. into Salford. Continue along New Bailey St., and turn <i>l.</i> along Chapel St., then forward along The Crescent and Broad St. through Pendleton. At fork just beyond Parish Church bear <i>r.</i> (<i>l.</i> to Eccles), and forward to Irlams-o'-th'-Height. At fork (d.p.) turn <i>l.</i> with tramlines to Swinton
37½	Pendleton	2		
36	Irlams-o'-th'-Height	1½		

Route 123. MANCHESTER TO SOUTHPORT—*continued.*

<i>Miles from Southport.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
34 $\frac{3}{4}$	Swinton.....	1 $\frac{1}{4}$		Market Pl. Leave tramlines and keep to <i>L.</i> (d.p.) to Worsley, where turn <i>r.</i> (d.p.) and <i>L.</i> past Hall, and forward when passing gates. In Boothstown turn <i>r.</i> at d.p., at 300 yds. further <i>r.</i> again (Wesleyan Chapel in fork), thence up steep hill. The road, so far, has been gently undulating. At summit turn sharp <i>L.</i> over Mossley Common, and at next d.p. after crossing <i>L.</i> and <i>N. W. Rly.</i> br. keep straight forward into Tyldesley.
32 $\frac{3}{4}$	Worsley	2		
30 $\frac{3}{4}$	Boothstown	2		
29 $\frac{3}{4}$	↑			
28 $\frac{1}{4}$	Tyldesley	2 $\frac{1}{2}$	11	Continue along Manchester Rd. and Elliott St. to Market Pl., where turn sharp <i>r.</i> down Stanley St., and at foot sharp <i>L.</i> along Shuttle St.; at end bear <i>r.</i> down Castle St. and Tyldesley Rd. to Atherton. Bear <i>L.</i> down King St., and at end, sharp <i>r.</i> along Wigan Rd. over level crossing, then straight forward to Hindley (with another level crossing just before entering). Straight forward along Lord St. and Wigan Rd. following tramlines to Wigan. Pass under rly. bridges, and over level crossing; forward over canal br., and then bear <i>L.</i> along Darlington St. E., and Darlington St., then <i>r.</i> along King St. into Market Pl. The surface throughout is almost wholly setts and cobbles, with very slight intervals of macadam, and is about as bad for cycles as it can possibly be.
27	Atherton	1 $\frac{1}{4}$		19 From Market Pl. proceed down Wallgate, and at fork by Queen's Head Hotel (d.p. on lamp) keep to <i>r.</i> ; level to here, then long rise through Pemberton to Lamberhead Green—tramlines all the way. From tram terminus keep straight on through the village (d.p. on lamp) and along Orrell Rd. Level for about 1 m., then descent to Abbey Lakes Hotel, followed by a very steep rise into and through Upholland, entering village by School Lane, at top of which turn to <i>r.</i> (d.p. on house), along Parliament St., and a few yards further sharp to <i>L.</i> up Back Brow (d.p. on house), then to <i>r.</i> up Alma Hill. At fork at top of the hill by Britannia P.H. keep to <i>r.</i> along Hall Green, then to <i>L.</i> at cross-roads by Victoria Hotel; along Ormskirk Rd., through village of Holland Moor, at end of which turn <i>r.</i> (d.p.), and then <i>L.</i> Straight on through Grimshaw Lane, road chiefly downhill from Hall Green, to Tawd Bridge, then slight rise and descent to White Moss Colliery, just
22 $\frac{3}{4}$	Hindley	4 $\frac{1}{4}$		
20 $\frac{1}{4}$	Wigan	2 $\frac{1}{2}$		
	(Market Place.)			
19 $\frac{1}{4}$	Queen's Head P.H. ...	I		
17 $\frac{3}{4}$	Lamberhead Green.....	1 $\frac{1}{2}$		
	(Cross-roads.)			
16 $\frac{1}{4}$	Upholland	1 $\frac{1}{2}$		
	↑ (Top of School Lane.)			
15 $\frac{3}{4}$	Victoria Hotel	$\frac{1}{2}$		

Route 123. MANCHESTER TO SOUTHPORT—continued.

Miles from Southport.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
15	Holland Moor	$\frac{3}{4}$		beyond which road goes over a level crossing, where it forks (d.p.). Keep to <i>l.</i> along High St., Skelmersdale, through the village, and at the Skelmersdale Arms P.H. (d.p.) turn to <i>r.</i>
13 $\frac{3}{4}$	Tawd Bridge	1 $\frac{1}{4}$		down Sandy Lane, and immediately after going over a level crossing turn sharp to <i>l.</i> by Town Hall, and go over another level crossing at Skelmersdale Sta. From Wigan to here the road is paved with very rough large setts, but has a narrow strip of macadam at the side for a mile or two on each side of Upholland, and is bad for cycling. Keep straight forward over gently falling road for about a m. to Dicken's Br. and at top of rise just beyond, turn to <i>r.</i>
13	Level Crossing.....	$\frac{3}{4}$		(d.p.), and 200 yds. further to <i>l.</i> (d.p.), then straight on through Westhead village, and down hill into Ormskirk, entering the town by Wigan Rd. and Moor St. to the Clock Tower. The surface is half paved and half good macadam from Skelmersdale Sta. to within about $\frac{3}{4}$ m. of Ormskirk Clock Tower, when there is a patch of cobbles, followed by fair sett paving.
11 $\frac{3}{4}$	Skelmersdale (Railway Station.)	1 $\frac{1}{4}$		Thence Route 121 to Southport.
10 $\frac{3}{4}$	Dicken's Bridge	1		
8 $\frac{1}{4}$	Ormskirk	2 $\frac{1}{4}$	31	
	Southport	8 $\frac{1}{4}$	39 $\frac{1}{4}$	

MANCHESTER TO SOUTHPORT. Reverse.—Route 121 (reverse) to Market Cross, Ormskirk. Thence proceed along Moor St., and straight forward up Wigan Rd., through Westhead village, about $\frac{1}{2}$ m. beyond which take second turn to *l.* (d.p.), over Dicken's Br., and straight on to Skelmersdale Sta. Immediately after going over level crossing turn to *r.* by Town Hall, up Sandy Lane, at top of which turn *l.* by Skelmersdale Arms P.H., and go over level crossing $\frac{3}{4}$ m. further, and downhill to White Moss Colliery, where keep to *l.* just under rly. br. by Fox and Goose P.H. At Tawd Bridge, $\frac{3}{4}$ m. further, keep *r.* forward road and on to beginning of Holland Moor, where bear *r.*, then *l.* to the Victoria Hotel, Newgate; here turn to *r.*, and a little further by the Britannia Inn keep to *l.*, and descend a very dangerous hill (danger board on top) into and through Upholland. A little way down the hill turn to *l.* down Back Brow into Parliament St., to *r.* along this, then to *l.* down School Lane, and straight forward along Orrell Rd. into and through Lamberhead Lane. Here tramlines commence, follow them (bearing *l.* at forks in road) down Ormskirk Rd., and straight on over canal br. and up Wallgate under rly. arch, to Wigan Market Place, thence proceed down King St., Darlington St., Darlington St. E., then to *r.* following tramlines to Hindley. Forward along Lord St. and 200 yds. from church bear *l.* Nearing Atherton, keep forward at first, and *l.* at second d.p., and entering town turn sharp *l.* up King St. to Market Pl., thence *r.* along Dan Lane. Entering Tyldesley by Castle St. bear *l.* half-way up hill, up Shuttle St., *r.* along Stanley St., and *l.* along Market St., Elliott St., and Manchester Rd. On reaching Mossley Common bear *r.* and to *l.* at both d.ps. in

Boothstown. In centre of Worsley village turn *l.* (d.p.), and at Pendlebury to *r.* at d.p. through Pendleton and Chapel St., Salford. Turn *r.* up New Bailey St., and after crossing R. Irwell to *l.* up King St. W. into Deansgate. Then first on *r.* (St. Ann's St.) into St. Ann's Sq.

ALTERNATIVE ROUTE FROM WIGAN, VIA RUFFORD.

<i>Miles from Southport.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
44	MANCHESTER	...	...	Route as above to Wigan Market Pl.
25	Wigan (Market Place.)	19	19	Proceed down and up Standishgate (paved), then to <i>l.</i> up Wigan Lane to Boar's Head, where take road to <i>l.</i> (<i>r.</i> to Chorley—d.p.) to Standish. At fork entering village keep <i>l.</i> up High St. and then sharp to <i>l.</i> up School Lane over a level crossing to the church where road turns to <i>r.</i> At the Pack Horse P.H. keep to <i>r.</i> , and a little further to <i>l.</i> up Almond Brow through Shevington Moor village to fork at Wroughtington Park gates. Keep <i>l.</i> forward road (d.p.— <i>r.</i> to Croston) across the park to cross-roads at Dicconson Arms (d.p.— <i>l.</i> to Upholland, <i>r.</i> to Preston). Uphill nearly all the way from top of Standishgate in Wigan, and macadam with several short patches of paving in Standish and Wroughtington. From the Dicconson Arms slightly downhill, then short rise to Parbold Hall followed by a dangerous descent of about a m. to Parbold. Just before rly. near bottom of the hill, turn sharp to <i>r.</i> (d.p.) and take third turning on <i>l.</i> and immediately afterwards turn to <i>l.</i> again at Robin Lane. $\frac{3}{4}$ m. further keep to <i>l.</i> at fork, then straight on for $\frac{1}{2}$ m. and sharp to <i>l.</i> by Carter's farm, to <i>l.</i> at next fork, then straight forward over a level road to Rufford Sta., where cross rly. level crossing and br. over canal, and past the church on to the Liverpool and Preston main road, to <i>l.</i> along this for about 200 yds. to the Hesketh Arms P.H., then to <i>r.</i> , following Route 129 (reverse) to Southport. The road is paved almost the whole way from Parbold to Rufford; rather hilly at first and then level.
23	Boar's Head	2		
21 $\frac{3}{4}$	Standish (Post Office.)	1 $\frac{1}{4}$		
20 $\frac{1}{4}$	Shevington Moor (Post Office.)	1 $\frac{1}{2}$		
18 $\frac{3}{4}$	Dicconson Arms P.H.	1 $\frac{1}{2}$		
17	Parbold (Bottom of the hill.)	1 $\frac{3}{4}$		
15 $\frac{3}{4}$	Robin Lane	1 $\frac{1}{4}$		
13	Rufford (Hesketh Arms.)	2 $\frac{3}{4}$		
	Southport	13	44	

MANCHESTER TO SOUTHPORT (VIA WIGAN AND RUFFORD). *Reverse.*—Route 129 to Rufford, then past Hesketh Arms and about 200 yds. along Preston Rd. when turn to *r.* and cross canal and railway at Rufford Sta., $\frac{3}{4}$ m. further keep straight on (d.p. to

Wrightington and Newburgh) and at Carter's farm turn sharp to *r.*, then *l.*, then *r.* to Robin Lane, afterwards keeping to *l.* at all forks to the foot of Parbold Hill. Turn to *l.* up the hill and straight on across Wrightington Park to Shevington Moor, where keep to *l.* by Pack Horse Inn, and to *l.* again by church entering Standish. At bottom of School Lane in Standish turn to *r.* along High St., then straight forward to Boar's Head, where keep to *r.*, then straight on down Wigan Lane and down and up Standishgate to Wigan Market Place. Thence as in above route to Manchester.

ROUTE 124. MANCHESTER TO PRESTON.

<i>Miles from Preston.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
31 $\frac{3}{4}$	MANCHESTER (St. Ann's Square.)	...	...	Leave Square (church on <i>l.</i>) by St. Ann's St. into Deansgate, then to <i>l.</i> and first on <i>r.</i> (King St. W.), at foot of which cross Albert Br. to Salford. Keep straight on along New Bailey St., then turn <i>l.</i> up Chapel St. gradually rising to and through Pendleton. At fork beyond Parish Church turn <i>r.</i> through Irlams-o'-th'-Height, and at end of village to <i>l.</i> by fountain (d.p.) to Swinton. Tramlines and pavement throughout. Rough undulating but chiefly rising road all the way to Blackrod. From Swinton to 11th m.s. it is paved with rough setts, and is the same, excepting a strip of rough macadam at side, to Blackrod, beyond which is a steep descent, afterwards easier to Adlington Sta., where the Bolton—Chorley Road is joined (d.p.). Here turn <i>l.</i> downhill past Duxbury Park, then mainly rising into Chorley. Fair macadam from Blackrod to junction of roads, then one side paved, and the other macadam until entering Chorley, which is paved with rough setts. Thence by Route 2 (No. 1 alternative) to Preston.
30 $\frac{3}{4}$	SALFORD	1		
29 $\frac{3}{4}$	Pendleton (Church.)	1		
28 $\frac{3}{4}$	Irlams-o'-th'-Height	1		
27 $\frac{1}{4}$	Swinton.....	1 $\frac{1}{2}$	4 $\frac{1}{2}$	
25 $\frac{1}{4}$	Walkden	2		
24 $\frac{1}{4}$	Peel	1		
19 $\frac{1}{4}$	Over Hulton.....	5		
14 $\frac{3}{4}$	Blackrod	4 $\frac{1}{2}$		
13 $\frac{1}{4}$	Adlington	1 $\frac{1}{2}$		
12 $\frac{1}{4}$	Duxbury	1		
9 $\frac{1}{4}$	Chorley (Town Hall.)	3	22 $\frac{1}{2}$	
	PRESTON	9 $\frac{1}{4}$	31 $\frac{3}{4}$	

MANCHESTER TO PRESTON. *Reverse.*—Route 2 (No. 1 alternative reverse) to Chorley Town Hall; thence by Market St., and at fork (d.p.) to *l.* along Bolton Rd. for 2 $\frac{3}{4}$ m. At d.p. turn *r.* to Adlington Sta. and up hill to Blackrod, then straight forward (d.ps. at all cross roads) to Swinton, where tramlines begin. Follow these to and through Salford, along the Crescent and Chapel St., to where lines turn *r.* along New Bailey St.; cross br. and follow lines up King St. W. into Deansgate. Turn *l.*, then take first turn *r.* into St. Ann's Sq.

ROUTE 125. STOCKPORT TO STRETFORD AND FARNWORTH.

Miles from Farnworth	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
17½	Stockport (Corner of Wellington St. and Heaton Lane.)	...	...	Proceed along Heaton Lane and under L. & N.W. Rly. br. Keep to <i>r.</i> in front of large mill, and at top of hill cross rly. br. After short level, steep rise, and then gradual descent past Heaton Mersey to br. over M. Rly., joining road Cheadle to Manchester. Along this to <i>r.</i> , and to <i>r.</i> again opposite Didsbury Hotel. At the Wellington Hotel (opposite Didsbury Sta.) turn sharp <i>l.</i> and straight forward along Barlow Moor Lane to Chorlton-cum-Hardy. Take second turn <i>l.</i> by lamp at cross-roads (d.p.) along High Lane and forward past St. Clement's Ch., along Edge Lane to Stretford. Level road with slight rise at rly. sta. and descent to Stretford Town Hall. Fair macadam surface, varied by inferior setts.
15½	Heaton Mersey ...	2		
14	Didsbury	1½		
11½	Chorlton-cum-Hardy	2½		
10	Stretford (Town Hall.)	1½	7½	
7½	Croft's Bank	2¾		Turn <i>l.</i> along Altrincham Rd. for 25 yds., then <i>r.</i> along King St. and <i>r.</i> again opposite Robin Hood Hotel (d.p.), and immediately afterwards to <i>l.</i> (d.p. on cottage wall), and forward to Croft's Bank. At Nag's Head Hotel turn sharp <i>r.</i> , and at Barton Br. sharp <i>l.</i> crossing Ship Canal. Thence straight forward alongside Bridgewater Canal, crossing Manchester—Liverpool Road and at d.p. leave canal and turn <i>l.</i> under rly. br. to Worsley. The road is mostly macadam on one side and paved on the other, and throughout poor, and nearly level.
6	Barton Bridge	1½		
4	↑ Worsley (Bridgewater Hotel.)	2	13½	
2½	Walkden	1¾		
	Farnworth	2¼	17¼	

STOCKPORT TO STRETFORD AND FARNWORTH. Reverse.—Leave Bolton Rd. by Gladstone Rd. and Egerton St. and at large lamp (d.p.) bear *l.* to Walkden. Turn *l.* along Manchester Rd. and take first turn (d.p.) down Hodge Rd. 1 m. from Walkden bear *r.* before and after passing Cock Inn, and *l.* round Worsley Ch., and *l.* again

before reaching L. & N. W. Rly. br. Over Barton Br. turn sharp *r.* and at Crofts Bank sharp *l.* (d.p.). After going under rly. br. take first turn on *r.*, and then to *l.* at Robin Hood Hotel, thence down King St. into Chester Rd., and to *l.* for about 25 yds., then to *r.* opposite Town Hall and straight forward over station up Edge Lane and on to Chorlton-cum-Hardy, where turn *r.* at Congregational Chapel (d.p.) and along Barlow Moor Lane to Didsbury, where turn *r.* again by Wellington Hotel and *l.* opposite Didsbury Hotel. At fork in $\frac{1}{4}$ m. keep *l.* (d.p.), then straight forward to Stockport.

NOTE.— $2\frac{1}{2}$ m. of setts may be avoided on leaving Stockport by leaving by Wellington Rd. S., turning to *r.* at Greek St., then keeping straight on down Edgeley Rd., turning *r.* at d.p. and *l.* at next d.p., passing under rly. br. into Cheadle. At the fountain (d.p.) turn *r.* and cross R. Mersey, and $\frac{1}{4}$ m. further join above road and turn to *l.* to Didsbury. The distance is $\frac{1}{2}$ m. further, with fair surface.

ROUTE 126. ST. HELENS TO LEIGH AND WORSLEY.

Miles from Worsley.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
18 $\frac{1}{4}$	St. Helens (Town Hall.)	...	...	Proceed along Corporation St. with tramlines, cross rly. br. and along Higher Parr St. After crossing canal br. keep straight forward (tramlines go off to <i>l.</i>) along Traverse St., and take fourth turning sharp <i>r.</i> down Ashcroft St., at end of which setts end, and bad lumpy macadam begins, lasting to Newton-le-Willows. Forward along Parr Stocks Rd., to a little past first milestone, where bear <i>l.</i> at first fork, passing Free Library on <i>l.</i> , up Chancery Lane, and in $\frac{1}{4}$ m. taking <i>r.</i> -hand forward road over rly. br. up and along Broad Oak Rd. $\frac{1}{2}$ m. further, at Horse Shoe Inn, turn <i>l.</i> along Newton Rd. Undulating road, occasionally steep, to $3\frac{1}{2}$ m., when steep descent, roughly paved with flagrock setts, to a narrow wooden swing canal br., whence rise to Newton-le-Willows race stand. At fork $\frac{1}{4}$ m. further, keep <i>l.</i> forward road over diagonal tramway crossing, fair macadam surface to Oak Tree Inn, Newton-le-Willows.
17 $\frac{1}{4}$	Parr	I		
16 $\frac{1}{2}$	Horse Shoe P.H. ↓	$\frac{3}{4}$ I $\frac{1}{2}$		
14 $\frac{1}{2}$	Newton Race Stand	$\frac{1}{2}$		
14	Level Crossing.....	$\frac{1}{2}$		
13	Newton-le-Willows (Oak Tree Inn.)	I	5 $\frac{1}{4}$	
12 $\frac{1}{2}$	Newton Bridge	$\frac{1}{2}$		
11 $\frac{3}{4}$	Lowton Railway Sta... (Bull's Head Inn.)	$\frac{3}{4}$		
10 $\frac{1}{4}$	Lane Head	I $\frac{1}{2}$		
9 $\frac{1}{4}$	Lowton St. Mary's Ch.	I		
				At Oak Tree Inn turn sharp <i>r.</i> along High St. (level and paved) for nearly $\frac{1}{2}$ m. to church, where bear <i>r.</i> down slight hill to Newton Br. Turn sharp <i>l.</i> at d.p., short rise, and practically level forward past Lane Head, with rise and fall over rly. br., and past Lowton St. Mary's Ch. (on <i>r.</i>). Fairly steep rise to canal br. and equivalent descent entering Leigh, then slight rise up King St., Leigh, to Union Bank. Except at rly. brs., excellent macadam surface from Newton Br.

Route 126. ST. HELENS TO LEIGH AND WORSLEY

—continued.

<i>Miles from Worsley.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
6 $\frac{3}{4}$	Leigh (Union Bank.)	2 $\frac{1}{2}$	11 $\frac{1}{2}$	Proceed along Bradshawgate for a little over $\frac{1}{4}$ m., when bear <i>l.</i> into Chapel St. Forward to d.p., and turn <i>l.</i> , and in $\frac{1}{4}$ m. turn <i>r.</i> (d.p.), and forward to d.p. over a level crossing near Astley Ch., where turn <i>r.</i> again, and forward over level crossing to Worsley, with fairly steep descent past Worsley Ch. to Bridgewater Hotel. Although the road is practically level for the greater part of the way, it is narrow and winding and up to the last mile badly paved with flagrock setts and cobbles.
4 $\frac{1}{2}$	Level Crossing.....	2 $\frac{1}{4}$		
3 $\frac{1}{2}$	Astley Church.....	1		
2 $\frac{1}{2}$	Level Crossing.....	1		
2	Boothstown.....	$\frac{1}{2}$		
	Worsley (Bridgewater Hotel.)	2	18 $\frac{1}{4}$	

ST. HELENS TO LEIGH AND WORSLEY. *Reverse*.—From the Bridgewater Hotel, Worsley, bear *l.* up Walkden Rd., and by entrance gates to Hall keep (stone d.p. in corner of wall) to *l.* to Boothstown, where at d.p. bear *r.*, and 300 yds. further bear *l.* (d.p.), near Astley Ch. turn *l.*, turn *l.* at Green Lane, and *r.* $\frac{1}{4}$ m. further. In Chapel St., Leigh, turn *r.* along Queen St. and Bradshawgate, before reaching rly. br. overhead, then straight forward to fork at Newton Br., where turn *r.*, through Newton-le-Willows, and at end of village *l.* at Oak Tree Inn. Keep straight forward to racecourse, where turn *l.*, descend to canal br. and forward to Horse Shoe Inn; turn *r.*, and forward to St. Helens, which enter by Ashcroft St. At end of street turn *l.* along Traverse St., then forward along Upper Parr St. and Corporation St., following tramlines to Town Hall.

ROUTE 127. ST. HELENS TO EARLSTOWN.

<i>Miles from Earlstown.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
4 $\frac{3}{4}$	St. Helens	...	...	Route 126 to $\frac{1}{4}$ m. beyond Newton-le-Willows Race Stand, when turn <i>r.</i> and straight forward to Earlstown Town Hall. The last mile is good macadam.
1 $\frac{1}{4}$	Newton-le-Willows (Race Stand.)	3 $\frac{1}{2}$		
	EARLSTOWN (Town Hall.)	1 $\frac{1}{4}$	4 $\frac{3}{4}$	

ST. HELENS TO EARLSTOWN. *Reverse*.—Leaving Town Hall on *l.* proceed along Market St. to junction with road from Leigh, when turn *l.* and follow Route 126 (reverse).

ROUTE 128. LEIGH TO EARLSTOWN.

<i>Miles from Earlstown.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
7 $\frac{1}{4}$	Leigh	...	...	Route 126 (reverse) through Newton-in-Makerfield, and take first turn <i>L.</i> beyond Oak Tree Inn. In $\frac{1}{2}$ m. enter Earlstown over rly. br., by Bridge St., and turn <i>r.</i> up Market St. to Town Hall. Last $\frac{3}{4}$ m. fair macadam.
1	Oak Tree P.H.	6 $\frac{1}{4}$		
	EARLSTOWN (Town Hall.)	1	7 $\frac{1}{4}$	

LEIGH TO EARLSTOWN. *Reverse.*—Having Town Hall on *r.* proceed along Market St., and turn *L.* along Bridge St. and over rly. br. Then forward to junction with St. Helens Rd., whence follow Route 126.

ROUTE 129. SOUTHPORT TO BLACKBURN.

<i>Miles from Blackburn.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
32 $\frac{1}{2}$	Southport	...	...	Route 119 to Holme, where bear <i>r.</i> and continue past Rufford Hall gates to junction with Liverpool—Preston Road. Turn <i>L.</i> along this, and take first turn <i>r.</i> along sett-paved and macadam road to Croston.
24 $\frac{3}{4}$	Holme	7 $\frac{3}{4}$		
21 $\frac{1}{4}$	Rufford	3 $\frac{1}{2}$		
21	Function with main road	$\frac{1}{4}$		
17 $\frac{1}{4}$	Croston	3 $\frac{3}{4}$	15 $\frac{1}{4}$	Turn <i>L.</i> over bridge (d.p.) into village, then <i>r.</i> at police sta. (d.p.) and at end of village <i>L.</i> (d.p.) (forward to Wigan), then to <i>r.</i> , and 1 m. out <i>r.</i> again and straight forward (d.p.'s at all cross-roads), through Shaw-Green, and reaching Wigan—Preston Road at end of Euxton by Ince Arms P.H. Here turn <i>L.</i> (d.p.) along Preston Rd. for 150 yds., then sharp <i>r.</i> (d.p.) crossing rly. at Euxton Sta. and down and up into Chorley, entering by St. Thomas's Rd., Town Hall on <i>L.</i> From about $\frac{1}{4}$ m. out of Croston good macadam surface, and fairly level road.
14 $\frac{1}{2}$	Shaw-Green	2 $\frac{3}{4}$		Proceed along Park Rd. (a) and straight forward along the Preston Road for 1 $\frac{1}{2}$ m., when turn sharp <i>r.</i> up narrow lane (Moss Lane)—d.p. "to Whittle Springs." Keep straight forward, over canal br., and straight on uphill to main road at Whittle Wood. Here turn <i>L.</i> (d.p.) uphill, then steep paved descent to Wheelton.
12 $\frac{1}{2}$	Euxton	2		
10 $\frac{1}{2}$	Chorley (Town Hall.)	2	22	
8 $\frac{1}{4}$	Whittle Woods	2 $\frac{1}{4}$		
7 $\frac{3}{4}$	Wheelton-Lower- Lane	$\frac{1}{2}$	24 $\frac{3}{4}$	Keep straight on up gradual rise (paved on one side for $\frac{1}{2}$ m.) to Withy Trees Inn, then short fall and rise to Withnell P.O., whence long

Route 129. **SOUTHPORT TO BLACKBURN**—*continued.*

Miles from Blackburn.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
4 $\frac{3}{4}$	Withnell (Post Office.)	3		descent. Keep straight on at cross-roads (d.p.), and steeper descent to bridge over brook, then short rise to junction with Preston—Blackburn Road. Here turn <i>r.</i> descending to Park Hotel, then rising to Feniscowles P.O., where keep straight on, and downward tendency to Cherry Tree Rly. Sta. Rise past Witton Park to Witton P.O., where paving begins, and descent to foot of Redlam Brow, where tramlines start. Follow same to Artillery Barracks, and keep straight on along King St. (leaving lines which turn off to <i>r.</i>). At top of King St. turn <i>l.</i> , then <i>r.</i> by Swan Hotel and down Church St.; then <i>l.</i> along King William St. to Town Hall, Blackburn.
2 $\frac{3}{4}$	Feniscowles (Post Office.)	2		
1 $\frac{3}{4}$	Cherry Tree Rly. Sta...	1		
	BLACKBURN (Town Hall.)	1 $\frac{3}{4}$	32 $\frac{1}{2}$	

SOUTHPORT TO BLACKBURN. *Reverse.*—Leaving Town Hall on *l.* follow King William St. to Old Bank, where turn *r.* up Church St., bear *l.* at Swan Hotel, then *r.* down King St., and joining tramlines keep straight on to terminus. Here keep *r.* at fork up Redlam Brow, then straight on along Preston Rd. to fork at top of hill beyond Park Hotel, where turn *l.* (d.p.). Straight forward (d.p.'s at all cross-roads) to fork just beyond top of steep paved hill out of Wheelton Lower Lane, where keep *l.* (d.p.), and a little further on sharp *r.* (d.p.) at Whittle Woods. Descend and cross canal, and join Preston—Chorley Road, where keep *l.* and along Park Rd. to Chorley Town Hall. Thence proceed along St. Thomas's Rd. past the cemetery to Euxton Rly. Sta., where join Wigan—Preston Road and turn *l.* along same for 150 yds., then *r.* and straight on to Shaw-Green. 2 m. further turn *l.* (d.p.), and $\frac{3}{4}$ m. beyond bear *l.* then *r.* into Croston village. At police station turn *l.*, and at end of village, after crossing br., turn *r.* over rly. br. 2 m. further join Preston—Liverpool Road, turn *l.* along it to Rufford, then turn *r.* by Hesketh Arms P.H. At Holme bear *l.* and follow Route 119 (reverse) to Southport.

NOTE.—(a). The nearest route to Whittle (about $\frac{3}{4}$ m. shorter) is to turn off Park Rd., about $\frac{1}{4}$ m. from Town Hall, down Commercial Rd., but it is a much heavier and more hilly road than that given above.

ROUTE 130. MANCHESTER TO BLACKBURN.

Miles from Blackburn.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
24	MANCHESTER (St. Ann's Square.)	...	...	Proceed down St. Ann's St. into Deansgate, turn to <i>l.</i> , then first on <i>r.</i> down King St. West, to

Route 130. MANCHESTER TO BLACKBURN—continued.

Miles from Blackburn.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
22	Pendleton	2		Albert Br. ; into Salford, along New Bailey St. into Chapel St., along which turn to <i>l.</i> ; thence by the Crescent, and Broad St., Pendleton ; gentle rise all the way. At fork after passing Parish Ch. keep to <i>r.</i> through Irlams-o'-th'-Height, and at Pack Horse Inn (d.p. on lamp fountain) to <i>r.</i> again ; thence straight forward. Ugly level crossing just before reaching Kearsley Moor Ch. Descent and rise to Farnworth, where turn <i>r.</i> and follow tramlines to Bolton. At large lamp and d.p. bear round to <i>r.</i> , along undulating road to Bolton. Enter by Manchester Rd. and Bradshawgate, at end of which enter Deansgate. (To Irlams good granite setts constitute the surface, after that it is either poor setts or fair macadam.)
20 $\frac{3}{4}$	Pendlebury	1 $\frac{1}{4}$		
19 $\frac{3}{4}$	Pendlebury Rly. Sta....	1		
17	Kearsley Moor Church	2 $\frac{3}{4}$		
16	Farnworth	1		Proceeding forward along Deansgate turn <i>l.</i> down Bridge St., and up Upper Bridge St., where bear <i>r.</i> at fork (<i>l.</i> to Halliwell) of tramlines. Slight dip at Astley Bridge, then still rising past Sharples to Duns-car. Short descent to Eagle Br., where tramlines end. Long steady climb through Egerton, continuing, with occasional slight descents, to 6 $\frac{1}{2}$ m. Long downhill run, keeping straight forward with tramlines through Darwen, until close upon Blackburn. Enter by Great Bolton St., Darwen St., then to <i>r.</i> down Church St., to Market Pl. Surface mostly setts to 4 m. out of Bolton, and from Darwen, the rest being inferior macadam.
15	Mosesgate	1		
13	BOLTON	2	11	
	(Deansgate.)			
11 $\frac{3}{4}$	Astley-Bridge	1 $\frac{1}{4}$		
10 $\frac{3}{4}$	Duns-car	1		
9 $\frac{1}{2}$	Egerton	1 $\frac{1}{4}$		
6 $\frac{1}{2}$	Bull Hill	3		
4	Darwen	2 $\frac{1}{2}$		
	BLACKBURN	4	24	
	(Market Place.)			

MANCHESTER TO BLACKBURN. *Reverse.*—Leave by Church St., and turn sharp *l.* down Darwen St., up Great Bolton St., following tramlines up Darwen Rd. to Darwen. Keep straight forward to summit (6 $\frac{1}{2}$ m.), where bear *l.* (direction stone), and to *r.* a little below Egerton Ch., to where tramlines begin. Keep straight on down Upper Bridge St. and Bridge St. ; turn sharp *r.* along Deansgate and Manchester Rd. At Farnworth tram terminus bear to *l.*, thence direct through Pendlebury and Pendleton ; then by way of Broad St., Chapel St., New Bailey St., Bridge St., Deansgate, and St. Ann's St. to St. Ann's Sq., Manchester.

ROUTE 131. BOLTON TO CHORLEY.

Miles from Chorley.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
11	BOLTON	...	...	From Deansgate turn <i>r.</i> along Knowsley St. to St. George's Rd., where turn to <i>L.</i> following tramlines to cab-stand at cross-roads. Go straight across square and to <i>L.</i> up Chorley New Rd., where setts end, 3 m. from town. Then long easy gradients to Horwich (beware of sewer gratings), where keep straight on to Crown Hotel. Here turn to <i>L.</i> and, at foot of hill, to <i>r.</i> At Millstone P.H. keep to <i>L.</i> , then straight on to Yarrow Bridge Brow, where join road from Wigan and turn to <i>r.</i> following Route 2 (No. 1 alternative) (d.p.) The road from Bolton is either fairly good macadam, or sometimes half setts, half macadam.
	(Deansgate.)			
7½	Heaton	3½		
5½	Horwich	2		
	↓			
3	Higher Adlington	2½		
	Chorley	3	11	
	(Town Hall.)			

BOLTON TO CHORLEY. Reverse.—From Town Hall proceed down Market St. to big lamp, at fork, where turn to *L.* up Bolton St. (*r.* to Wigan), and continue to top of Yarrow Brow. At d.p. turn to *L.* and *L.* again in $\frac{3}{4}$ m., just before crossing rly. br. (d.p.), and then straight on to Crown Hotel, Horwich, where turn to *r.* On meeting tramlines near Bolton follow them to Deansgate.

ROUTE 132. BOLTON TO EDENFIELD.

Miles from Edenfield.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
9¾	BOLTON	...	...	Proceed along Oxford St., take first road to <i>r.</i> , Deansgate, then fourth on <i>L.</i> , Bank St., and Manor St. (continuation). At foot of Manor St. take to <i>r.</i> up Folds Rd., followed by gentle descent, bearing <i>r.</i> under two rly. arches, then steep descent to Turner Br. Heavy climb for $\frac{1}{2}$ m. to junction with Tonge Moor Rd., where keep to <i>L.</i> up long gradual rise to Bradshaw Brow, and at fork (d.p.), at Royal Oak Inn, bear <i>r.</i> down short steep descent, to Brook, then gentle rise to church, where turn sharp <i>L.</i> by Crofter's Arms Inn. So far the road is all paved, good at first, but afterwards very rough. Fairly level over half macadam and half setts for $\frac{1}{2}$ m. then steep rise over rough macadam to junction of five roads at Black Bull Inn (d.p.).
	(Town Hall.)			
9	First Railway Arch	$\frac{3}{4}$		
	↓			
8¾	Turner Bridge	$\frac{1}{4}$		
	↑			
7½	Bradshaw Brow ...	1½		
	(Royal Oak.)			
	↓			

Route 132. **BOLTON TO EDENFIELD**—*continued.*

<i>Miles from Edenfield.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
5 $\frac{1}{4}$	Black Bull P.H.	2 $\frac{1}{4}$	4 $\frac{1}{2}$	Keep straight forward over undulating road, partly paved, partly macadam, ending in short steep descent to Holcombe Brook, where keep <i>r.</i> on lower road over long, gradual, badly paved descent to Ramsbottom.
3 $\frac{1}{4}$	Holcombe Brook	2		
2	Ramsbottom..... (Market Place.)	1 $\frac{1}{4}$	7 $\frac{3}{4}$	Enter the town by Bolton St., continue along bottom of Market Pl., and down short descent, then level to Stubbins. Keep to <i>r.</i> under arch at rly. sta. along Bolton Rd. N., with slight rise to bridge over river, then a long, steep, winding ascent, joining the road from Bury, 200 yds. before entering Edenfield Market Pl. Up to junction with Bury Rd., the road is badly paved with large square setts.
1 $\frac{1}{2}$	Stubbins	$\frac{1}{2}$		
1	Irwell Bridge	$\frac{1}{2}$		
$\frac{1}{4}$	↑ ⌵			
	EDENFIELD..... (Market Place.)	1	9 $\frac{3}{4}$	

BOLTON TO EDENFIELD. Reverse.—Leave Market Pl. by Bury Rd., and 200 yds. on turn to *r.* (d.p.), and at Stubbins Sta. turn sharp *l.* At Ramsbottom bear *r.* through foot of Market Pl., then forward to second fork past Holcombe Brook, where keep to *r.*, and always forward to Bradshaw Ch., where bear *r.* and cross Bradshaw Br., and rise to *l.* After crossing Turner Br., bear *l.* under rly. arches, and along Folds Rd. At foot turn to *l.* up Manor St. and Bank St., then *r.* along Deansgate and *l.* along Oxford St., into Town Hall Sq., Bolton.

ROUTE 133.**MANCHESTER TO ACCRINGTON.**

<i>Miles from Accrington.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
20 $\frac{1}{2}$	MANCHESTER	...	...	Leave by Exchange St. and Victoria St., passing Cathedral; then in direct line along Great Ducie St., Strangeways, and Bury New Rd., through Higher Broughton (tramlines for 2 $\frac{1}{2}$ m.), then undulating through Prestwich, to Besses-o'-th'-Barn. Keep straight forward, and at d.p. where tramlines begin keep <i>r.</i> ; gentle descent, ending in steep fall to Blackford Bridge. Thence level and gentle rise to Bury. Road paved with setts to Besses-o'-th'-Barn, after which one side is paved and the other poor macadam to Blackford Bridge, whence all paved into Bury.
	(St. Ann's Square.)			
16 $\frac{3}{4}$	Prestwich	3 $\frac{3}{4}$		
16	Besses-o'-th'-Barn	$\frac{3}{4}$		
14 $\frac{3}{4}$	↓ Blackford Bridge.....	1 $\frac{1}{4}$		

Route 133. **MANCHESTER TO ACCRINGTON**—*continued.*

<i>Miles from Accrington.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
12½	Bury	2¼	8	Continue straight forward along Silver St. where turn <i>r.</i> , and pass Peel Monument; follow tramlines along Rock St. (wood-paved), Stanley St., Moorgate, to <i>l.</i> up Walmersley Rd., and uphill to Limefield, where tramlines end. Thence short steep descent and similar rise, at top of which (at Walmersley P.O.) keep <i>l.</i> Paving and macadam over undulating road to Shuttleworth, then roughly paved descent and ascent to Edenfield Market Pl. Turn to <i>l.</i> at d.p. at end of village (<i>r.</i> to Rawtenstall). Steep winding descent to Ewood Br., after crossing which and <i>rly.</i> , turn sharp <i>r.</i> ; then long steady rise over poor macadam to junction with road from Rawtenstall, where bear <i>l.</i> to town.
10¾	Limefield	1¾		
8¾	Shuttleworth.....	2		
7	Edenfield	1¾		
6	Ewood Bridge	1		
4¾	Junction of Rawtenstall Road.....	1¼		
4	Haslingden ...	¾	16½	
2	Baxendale.....	2		
	Accrington.....	2	20½	
				Forward along Blackburn Road and straight on to Baxendale, then with tramlines (asphalte at sides) down steep winding hill into Accrington.

MANCHESTER TO ACCRINGTON. *Reverse.*—Follow tramlines with direct road to Haslingden, where keep straight forward downhill for ¾ m., then bear *r.* at fork, leaving tramlines. At foot of long winding hill turn sharp *l.* over Ewood Br. Bear *r.* through Edenfield, and at end of village bear *r.*, and a little further *l.*; then forward past Limefield. Enter Bury by Moorgate, Stanley St., and Rock St. to Peel Monument, leaving by Silver St. and Manchester Rd. At fork at Besse's-o'-th'-Barn keep straight forward by Bury New Road, through Higher Broughton, Strangeways, and Victoria St. to St. Ann's Sq.

ALTERNATIVE ROUTE.**MANCHESTER TO BESSES-O'-TH'-BARN.**

(Via Old Road.)

<i>Miles from B.-o'-th'-Barn.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
5½	MANCHESTER	...	...	Leave square by Bank St. (behind Exchange) then <i>l.</i> across Market St., forward along Corporation
	(St. Ann's Square.)			

MANCHESTER TO BESSES-O'-TH'-BARN—continued.

<i>Miles from B.-o'-t'-Barn.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
3½	Rooden Lane.....	2		St., to <i>r.</i> up York St., Cheetham Hill Rd., and at tram terminus keep straight forward at d.p. to Besses-o'-th'-Barn, where turn <i>r.</i> and follow above route. Paved and macadam; good condition.
3	Cheetham Hill	½		
	BESSES-O'-TH'-BARN.....	3	5½	

MANCHESTER TO BESSES-O'-TH'-BARN. *Reverse.*—Keep to *l.* at fork in Besses-o'-th'-Barn, and forward to Cheetham Hill Rd., York St., Ducie Br., Corporation St., cross Market St., and by Bank St. into St. Ann's Sq.

ROUTE 133A. MANCHESTER TO HEYWOOD.

<i>Miles from Heywood.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
9	MANCHESTER (St. Ann's Square.)	...	...	Leave St. Ann's Sq. by Exchange St., turn <i>r.</i> up Market St., and take first turn <i>l.</i> along Corporation St., and follow tramlines up York St. and Cheetham Hill to terminus. 100 yds. further turn <i>r.</i> (d.p.) along Middleton Old Road; level for ½ m., then down Bowker Bank, and less than ½ m. beyond the Three Arrows turn <i>l.</i> (d.p.) up Heywood Road. Winding ascent for ¾ m., thence short fall to Bowlee, and forward over level macadam to Birch (sett-paved).
3½	Bowlee .. .	5½		
2½	Birch	1	6½	
	Heywood (Market Place.)	2½	9	Slightly rising macadam road to Heywood, which is badly paved with setts. At beginning of tramlines turn <i>l.</i> and follow them down Manchester Rd., Manchester St., and Church St. to Market Pl.

MANCHESTER TO HEYWOOD. *Reverse.*—From Market Pl. follow tramlines to *r.* of church (d.p.) up Church St., Manchester St., and Manchester Rd. to tram terminus, where, at fork, keep *r.* along Manchester Rd. and straight on to Birch. At end of same, at drinking fountain, keep straight on (*r.* Bury, *l.* Middleton), keeping on *l.* side of fountain, to where road joins the Middleton Old Road. To *r.* along this for about 2 m., then turn *l.* and follow tramlines down Cheetham Hill and Corporation St. to Market St., where turn *r.*, and then *l.* along Exchange St. into St. Ann's Sq.

ROUTE 134. MANCHESTER TO ROCHDALE.

Miles from Rochdale.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
11	MANCHESTER (St. Ann's Square.)	...	...	Proceed by Exchange St. up Market St. to top of incline, turning sharp <i>l.</i> along High St., where tramline joins, into Shudehill. Following line, at top of hill keep straight on, bending slightly to <i>l.</i> along Rochdale Rd. (level crossing at gas-works) to Barnes Green, where lines end. Good granite paving. Easy descent, at foot keep <i>r.</i> (d.p.)— <i>l.</i> to Blackley—then undulating until steep descent into Middleton.
8 $\frac{1}{4}$	Barnes Green	2 $\frac{3}{4}$		
7 $\frac{3}{4}$	Blackley	$\frac{1}{2}$		
5 $\frac{1}{2}$	↑ Middleton ...	2 $\frac{1}{4}$	5 $\frac{1}{2}$	Keep straight on up the hill through the town, then straight forward over good surface and easy road to Rochdale, care only being necessary in descending hill $\frac{1}{2}$ m. past Castleton Rly. Sta., where steam tram joins at foot. Entering Rochdale keep <i>l.</i> at Castle Inn, and near the foot follow tramline to <i>r.</i> along the Esplanade to Town Hall.
2 $\frac{1}{2}$	Castleton (Railway Station.)	3		
	Rochdale	2 $\frac{1}{2}$	11	

MANCHESTER TO ROCHDALE. Reverse.—Proceed by Esplanade, to *l.* up Manchester Rd., and keep straight forward to foot of Sudden Brow, where tramlines go off to *r.* Here keep *l.*, and at Castleton Sta. turn to *r.* after crossing rly. br., and at foot of hill through Middleton bear *l.* at fountain. At end of Rochdale Rd., in Manchester, follow tramline across into Shudehill, and with it turn *l.* into High St. At the end of High St. turn down Market St., to *l.* into Exchange St., and thence to St. Ann's Sq.

ALTERNATIVE ROUTE BY OLD ROAD.

Miles from Rochdale.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
11 $\frac{1}{2}$	MANCHESTER	...	...	Turn to <i>r.</i> up Market St., and take first turn to <i>l.</i> along Corporation St., and follow tramlines up Cheetham Hill Rd. 100 yds. beyond tram terminus take the road to <i>r.</i> (d.p.), and after $\frac{1}{4}$ m. level, sharp descent down Bowker Bank, followed by level stretch, and sharp ascent past Heaton Park. Thence level to Middleton, where above route is joined. Surface paved to tram terminus (good setts), then indifferent macadam, with occasionally pavement at the sides.
9	Cheetham Hill	2 $\frac{1}{2}$		
	↓	$\frac{1}{4}$		
6 $\frac{3}{4}$	Rhodes	2		
5 $\frac{1}{2}$	Middleton	1 $\frac{1}{4}$		
	Rochdale	5 $\frac{1}{2}$	11 $\frac{1}{2}$	

MANCHESTER TO ROCHDALE. *Reverse.*—At foot of hill through Middleton bear *r.* at fountain, and at drinking trough $3\frac{1}{2}$ m. further bear *l.* to tram terminus in Cheetham Hill; thence follow above route.

ROUTE 135. MANCHESTER TO LEEDS.

<i>Miles from Leeds.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
41 $\frac{1}{2}$	MANCHESTER (St. Ann's Square.)	...	...	Leave Square by Exchange St., then <i>r.</i> up Market St., and opposite Infirmary turn <i>l.</i> along Oldham St. and Oldham Rd., which leads direct and unmistakably to Oldham (tramlines throughout). Setts to Newton Heath, after which bad macadam on either side of tramlines to Hollinwood, when bad setts again begin. Gradual rise to Hollinwood, after which steep climb, and then more gradual into town. Follow tramlines up Manchester Rd., Market Pl., and High St. to Town Hall.
40	Miles Platting	1 $\frac{1}{2}$		
38 $\frac{1}{2}$	Newton Heath	1 $\frac{1}{2}$		
37 $\frac{1}{4}$	Failsworth	1 $\frac{1}{4}$		
36	Hollinwood	1 $\frac{1}{4}$		
34 $\frac{1}{4}$	OLDHAM	1 $\frac{3}{4}$	7 $\frac{1}{4}$	Leaving by Huddersfield Rd. (granite setts), bear <i>r.</i> (<i>l.</i> to Halifax) at fork after leaving town, and steadily uphill over loose and stony road to Star Inn, then improving and steep descent to Delph. Thence long steady climb, occasionally steep, to top of Standedge, with rough sandy surface, followed by good run down to Marsden.
32 $\frac{1}{2}$	Waterhead	1 $\frac{3}{4}$		
	↑ ↓			
27 $\frac{1}{2}$	Delph	5		
23 $\frac{1}{4}$	Marsden	4 $\frac{1}{4}$	18 $\frac{1}{4}$	
20 $\frac{3}{4}$	Slaithwaite	2 $\frac{1}{2}$		Undulating run, with generally good surface until setts are reached at Huddersfield, which are unusually bad. At foot of hill under rly. br. turn sharp <i>l.</i> and uphill, and along Buxton Rd. and New St. to Market Pl.
19 $\frac{3}{4}$	Linthwaite	1		
16 $\frac{1}{4}$	Huddersfield ... (Market Place.)	3 $\frac{1}{2}$	25 $\frac{1}{4}$	
14 $\frac{1}{4}$	Deighton	2		
13 $\frac{1}{4}$	Bradley	1		
12 $\frac{1}{2}$	Cooper Bridge	$\frac{3}{4}$		Proceed along John William St., down Brook St., and Union St. (all setts) into Leeds Rd. (where macadam begins), straight on past Deighton Corn Mill under rly. br., then slight rise to Bradley. Easy descent to Cooper Br. then level to Three Nuns Inn. Good surface.
12 $\frac{1}{4}$	Three Nuns P.H.	$\frac{1}{4}$	29 $\frac{1}{4}$	
	↓			
9 $\frac{3}{4}$	Mill Bridge	2 $\frac{1}{2}$		
	↓			
7 $\frac{1}{4}$	Birstall	2 $\frac{1}{2}$	34 $\frac{1}{4}$	Steady ascent for 1 m., $\frac{1}{4}$ m. level, then descent, becoming steep, with uneven surface on approaching Mill Bridge. Straight forward up opposite hill, gradient steep at first but afterwards easier, then level, and long descent to Birstall. Indifferent surface.
5 $\frac{1}{4}$	Gildersome	2		
2	Wortley	3 $\frac{1}{4}$		
	LEEDS	2	41 $\frac{1}{2}$	
	(Briggate.)			

At Coach and Six P.H. take left-hand road, and long steep climb through Gildersome, and similar fall through Wortley, where pavement and tramlines begin. Follow these direct to Briggate, Leeds.

MANCHESTER TO LEEDS. *Reverse.*—Leave Briggate by Boar Lane and Aire St. (passing New Cattle Market on *r.*), and straight on to Wortley, then direct forward road to Huddersfield. Enter by Leeds Rd., Union St., Brook St., and John William St., to Market Pl.; leave by New St., at end forward along Buxton Rd. to top of Chapel Hill, where turn *r.*, thence direct and unmistakable road to Oldham, entering by Huddersfield Rd. Leave by High St., Market St., and Manchester Rd., following tramlines throughout. On reaching foot of Oldham St. in Manchester, turn sharp *r.* along Market St. and at foot *l.* along Exchange St. to St. Ann's Sq.

ROUTE 136. OLDHAM TO PENDLEBURY.

Miles from Pendlebury	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
9½	OLDHAM (Town Hall.)	...	...	Leaving Town Hall on <i>l.</i> , proceed up High St., and keep to <i>r.</i> hand along high side of Market Pl. Steep descent thence by West St., requiring care, and a few yards after crossing Rochdale Rd. and tramlines, keep <i>r.</i> down Middleton Rd. Short but dangerously steep descent, afterwards easier, through Chadderton. Short rise and easy descent, with turn to <i>l.</i> at foot over canal and under rly. br. Then straight on to where road runs into Manchester New Rd. in Middleton. Here at lamp turn <i>r.</i> , and 150 yds. down sharp <i>l.</i> along Mill St. into Manchester Old Rd. Turn <i>l.</i> along this and proceed through Rhodes. After passing Three Arrows P.H. steep descent by Heaton Park wall. Short rise and level to corner of park wall, where turn sharp <i>r.</i> (d.p.) with it (forward to Manchester), and up gradual ascent; keep straight forward at cross-roads (<i>l.</i> Manchester, <i>r.</i> Bury) d.p., then sharp descent, bending <i>l.</i> for ¼ m. past cross-roads (d.p.— <i>l.</i> Manchester, <i>r.</i> Bury), easy descent to top of Rainshough Brow. Good macadam from Middleton.
7½	Chadderton ...	2		
7¼				
5¾	Middleton (Market Place.)	1¾	3¾	
4¾	Rhodes	1		
3¾	Corner of Heaton Park Wall.....	1½		This hill should be ridden with great care, being very steep and half loose macadam and half bad setts. At foot of hill cross Agecroft Br., then over poor macadam and pavement, gradually rising at last steeply, to top of Smithy Brow, where join Manchester—Bolton Road.
1¾	Rainshough	2	8¾	
	PENDLEBURY ... (Junction with Manchester and Bolton road.)	1¼	9½	

OLDHAM TO PENDLEBURY. *Reverse.*—At fork at foot of Smithy Brow turn *r.*, and forward to Agecroft Br., after crossing which take *l.*-hand forward road up hill. At top of hill bear *l.*, and then straight forward across Bury New and Old Roads, alongside Heaton Park wall, to foot of Sheepfoot Lane, where turn *l.* to Middleton. Just before reaching fountain, turn sharp *r.* opposite Dusty Miller P.H., along Mill St., into Manchester New Rd.; then along this for 150 yds. to lamp (d.p.), where

turn *l.* and forward along Oldham Rd. After crossing canal br. bear *r.* at fork. Enter Oldham by Middleton Rd. and West St., and straight forward through Market Pl. to Town Hall.

ROUTE 137.

ASHTON-UNDER-LYNE TO OLDHAM.

Miles from Oldham.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
4	Ashton	...	...	Proceed along Katherine St. to Oldham Rd., along which turn to <i>r.</i> over rly. br., and bear <i>r.</i> at fork, and straight forward. At 2 m. cross R. Medlock, then short steep ascent, after which again fairly level into Oldham. Enter by Ashton Rd. and King St., and on reaching Manchester Rd. turn sharp <i>r.</i> up it, through Market Pl., and down High St. to Town Hall. In Ashton and Oldham good granite setts prevail, but the connecting road is mostly bad flagrock setts, with a little inferior macadam.
2	<i>Park</i>	2		
	OLDHAM	2	4	
	(Town Hall.)			

ASHTON-UNDER-LYNE TO OLDHAM. *Reverse.*—Follow tramline up High St., through Market Pl., and down Manchester Rd. to tram crossing, where turn sharp *l.* along and down King St. and Ashton Rd. Tramlines terminate at $1\frac{1}{2}$ m. Keep straight forward, and after crossing rly. br. turn sharp *l.* along Katherine St. to Market Pl. and Town Hall.

ROUTE 138. OLDHAM TO BURNLEY.

Miles from Burnley.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
20	OLDHAM	...	...	Leaving Town Hall on <i>l.</i> , follow tramlines (which lead all the way to Rochdale) up High St., through Market Pl., and down Manchester Rd. for about 100 yds., and where tramline crosses turn sharp <i>r.</i> along St. Domingo St. and Rochdale Rd. Gradual descent, paved surface, through Royton, and at fork keep straight forward. Gradual rise, becoming steeper to inn, after which long easy descent to Rochdale, which enter by Oldham Rd. and Drake St. Descend with care, and turn sharp to <i>l.</i> along
17 $\frac{3}{4}$	Royton	2 $\frac{1}{4}$		
16 $\frac{1}{2}$	Summit Inn	1 $\frac{1}{2}$		

Route 138. **OLDHAM TO BURNLEY**—*continued.*

Miles from Burnley.	Places on the Road.	Mileage.			General description of the Road.
		Inter-mediate.	Total.		
16	Bolderstone	$\frac{1}{2}$			South Parade to Town Hall. Surface throughout smooth setts, with two short patches of macadam.
14	Rochdale (Town Hall.)	2	6		Leaving Town Hall on <i>l.</i> , turn to <i>r.</i> over br. over R. Roach, and bear <i>r.</i> up Yorkshire St. At top of hill, where tramline joins, turn sharp <i>l.</i> (church in fork) along Whitworth Rd.; thence follow tramlines to old borough boundary, where setts end and telegraph wires begin, continuing to Bacup. Bear to <i>r.</i> after passing Healey P.O. Steady rise, occasionally steep and with level intervals. $\frac{1}{2}$ m. after passing Shawforth take <i>r.</i> at d.p., and after another $\frac{1}{2}$ m. of climbing easy descent down Rochdale Rd., then <i>l.</i> along Bridge St. to corner of Yorkshire St., Bacup, where tramlines end. To end of tramlines (with the exception of paving through Whitworth) there is good macadam by the side, and thence capital macadam road until setts begin in Bacup.
12 $\frac{1}{2}$	Healey (Post Office.)	1 $\frac{1}{2}$			
11	Whitworth (Post Office.)	1 $\frac{1}{2}$			
9	Shawforth	2			
8	↑ Britannia (Post Office.)	1			
7	Bacup	1	13		Keep straight forward along Church St. and Bromley Rd., following stream, and at 1 $\frac{1}{4}$ m. sharp ascent, afterwards more gradual to Deerplay, after passing which keep to <i>r.</i> , care being necessary owing to steep descent and several sharp turns. At Thane keep to <i>l.</i> , and about 1 m. from Burnley paving begins. Up to that point the surface is good. On reaching Wellington Hotel turn to <i>l.</i> along Yorkshire St., and <i>l.</i> again after going under archway; then <i>l.</i> along St. James's St. to lamp, and again <i>l.</i> (Bull Hotel at corner) along Manchester Rd. to Town Hall.
5 $\frac{1}{4}$	Weir	1 $\frac{3}{4}$			
4	Deerplay	1 $\frac{1}{4}$			
1 $\frac{3}{4}$	↓ Thane.....	2 $\frac{1}{4}$			
	Burnley (Town Hall.)	1 $\frac{3}{4}$	20		

OLDHAM TO BURNLEY. Reverse.—Leaving Town Hall on *l.*, proceed along Manchester Rd. into St. James's St., along which turn *r.*; then *r.* again along Yorkshire St., passing under archway, and at Wellington Hotel, beyond arch, turn *r.* along Todmorden Rd. At fork at Woodman Inn, a little way up the hill, keep *l.*, and at junction with Todmorden Rd., near Thane, turn to *r.* (d.p.); thence direct to Bacup. From Church St. continue along Bridge St. and up Rochdale Rd., and direct to Rochdale. Turn sharp *r.* down Yorkshire St. (steep descent), bear *l.* over br. Keep to *l.* along South Parade, and at Wellington Hotel turn sharp *r.* up Drake St., and 200 yds. further keep to *l.* at fork, along Oldham Rd., where tramlines lead to Oldham. After passing Royton, at fork with Featherstall Rd. N., keep straight on up Rochdale Rd. to, where tramlines cross at right angles and then turn sharp *l.* up Manchester Rd., Market Pl., and High St. to Oldham Town Hall

ROUTE 139. ROCHDALE TO BLACKBURN.

<i>Miles from Blackburn.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
21 ³ ₄	Rochdale (Town Hall.)	...	...	Route 138 to d.p. 5½ m. (U.M.F. Ch. in fork), where bear <i>l.</i> ; gentle descent with capital surface to junction with Bacup Rd., and on to Rawtenstall, along the Irwell valley, and unmistakable throughout. Trmwy., sett-paved, with fair macadam at side, runs right from Bacup to Rawtenstall.
16 ¹ ₄	<i>Fork Roads</i>	5½		
15	Holt Arms.....	1¼		
14	Stacksteads	1		
12 ³ ₄	Waterfoot Railway Sta.	1¼		
12	Clough Fold Rly. Sta.	¾		
11 ¹ ₄	Rawtenstall ... (Queen's Arms.)	¾	10½	
9	Haslingden ...	2¼		
7	Baxenden	2		
	⚡ ↓			
5	Accrington (Town Hall.)	2	16¾	At cross-roads at Queen's Arms keep straight forward (<i>r.</i> to Burnley, <i>l.</i> to Bury), following tramlines, with gradual rise, and short steep ascent into Haslingden. Continue along Blackburn Rd., and keep straight forward to Baxenden, then following tramlines (asphalte at sides) down steep winding hill into Accrington. Turn over br. and along Abbey St. to Blackburn Rd., where turn sharp <i>l.</i> , then straight forward past Town Hall and rly. sta., and through Church. At foot of Fecit Brow (3½ m.) keep <i>r.</i> , then straight on into Blackburn by Furthergate, Bottomgate, Higher Eanam and Eanam. Then <i>r.</i> (leaving tramlines) down Salford, and straight forward along Church St. to Victoria St., where turn <i>r.</i> , then <i>l.</i> by the Market to Town Hall. Macadam at side of tramlines from Accrington Town Hall to Bottomgate, Blackburn; gently undulating road, with descent into Blackburn.
4	Church	1		
3½	Antley ...	½		
1½	<i>Fecit Brow</i>	2		
	BLACKBURN	1½	21¾	
	(Town Hall.)			

ROCHDALE TO BLACKBURN. *Reverse.*—Leave Blackburn Town Hall on *l.* and pass behind the Market along Victoria St. into Church St.; to *l.* to large lamp, then straight on up Salford, at top of which meet tramlines and follow them up Eanam, Higher Eanam, Bottomgate, and Furthergate to Wellington Inn, where keep *r.* (*l.* to Burnley). Just beyond foot of Fecit Brow keep *l.* (*r.* to Haslingden) straight on through Church, and entering Accrington keep *r.* and pass under rly. to Accrington Town Hall. Keep straight on up Blackburn Rd., into Abbey St., where turn sharp *r.*, then straight on uphill through Baxenden to Haslingden. Straight forward through the town, and 1 m. down Manchester Rd. turn *l.* to Queen's Arms, Rawtenstall. Forward along the Rossendale Valley, through Waterfoot and Stacksteads, and 1 m. beyond Stacksteads Church turn *r.*, leaving the tramlines which have been followed all the way from Blackburn, and join the road from Bacup at Britannia. Turn *r.* and thence by Route 138 (reverse) to Rochdale.

ALTERNATIVE ROUTE.

HASLINGDEN TO BLACKBURN.

(Via the Old Coach Road.)

Miles from Blackburn.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
8	Haslingden ...	...	...	$\frac{1}{2}$ m. along Blackburn Rd. turn sharp <i>l.</i> at Wesleyan Chapel, down short steep descent, and equivalent rise. Then sharply undulating road for 2 m., after which mostly downhill to where the Accrington road is joined $1\frac{1}{2}$ m. from Blackburn. Indifferent surface.
$7\frac{1}{4}$	BLACKBURN	$7\frac{1}{2}$	8	

HASLINGDEN TO BLACKBURN. *Reverse*.—Proceed by Accrington route for $1\frac{1}{2}$ m. to just beyond the foot of Fecit Brow, when turn to *r.*, then straight forward to junction with road again $\frac{1}{2}$ m. from Haslingden, where turn *r.*

ROUTE 140. ROCHDALE TO RAWTENSTALL.

(Via Edenfield.)

Miles from Rawtenstall.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
$10\frac{3}{4}$	Rochdale	...	...	From Town Hall cross br. over river, proceed about 100 yds. along Yorkshire St., then sharp <i>l.</i> along Lord St., then at second on <i>r.</i> (Blackwater St.) ascend steep hill, and at top continue up St. Mary's Gate. At fork by chapel keep <i>r.</i> along Spotland Rd. to Spotland Br., where bear <i>l.</i> up through village of Cut Gate. Telegraph wires join here. At fork at end of village keep to <i>r.</i> (wires go <i>l.</i> to Bury) to Norden village. In village bear <i>l.</i> , and then short fall to Norden Br. Very steep rise, and then long climb to Moorcock Inn. Slightly descending to Hare and Hounds Inn, where real descent begins over very rough road. Occasional rises break the descent, until steep descent into Turn, becoming steeper to mill, when short rise and level into Edenfield. At end of village, at d.p., keep straight forward (<i>l.</i> to Haslingden), gradually descending to br. over river, after crossing which turn to <i>r.</i> , then forward over level crossing to
$9\frac{3}{4}$	Spotland Bridge	1		
$8\frac{1}{4}$	Norden Bridge	$1\frac{1}{2}$		
$6\frac{3}{4}$	Moorcock P.H.	$1\frac{1}{2}$		
6	Hare and Hounds P.H.	$\frac{3}{4}$		
$4\frac{1}{2}$	Turn	$1\frac{1}{2}$		

Route 140. **ROCHDALE TO RAWTENSTALL**—*continued.*

<i>Miles from Rawtenstall</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Intermedi-ate.</i>	<i>Total.</i>	
3	Edenfield	1½		Queen's Arms, Rawtenstall. The greater portion of the road is roughly paved with setts and is hilly and extremely bad throughout.
	Rawtenstall ...	3	10¾	

ROCHDALE TO RAWTENSTALL. *Reverse.*—From Queen's Arms proceed S. by Bury Rd., over rly. crossing to br., which cross, and then sharp to r. uphill. After passing through Edenfield, turn to l. (d.p.) at Rostron Arms Hotel, and forward to Norden village. At fork just past Blue Bell Inn bear l., and forward along Spotland Rd., St. Mary's Gate, down Blackwater St. (very steep), to l. along Lord St., r. along Yorkshire St., and over br. to Town Hall.

NOTES.—There is another route Rochdale to Rawtenstall, over Rowley Moor, *via* Newchurch, but it is absolutely impassable for cycles.

The best route (Rochdale to Rawtenstall) is, however, that described in the preceding route (No. 139).

ROUTE 141. ROCHDALE TO UPPERMILL.

<i>Miles from Uppermill.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Intermedi-ate.</i>	<i>Total.</i>	
10¾	Rochdale	...	...	Leave Town Hall Sq. by South Parade, and at end turn r. up Drake St., and 300 yds. further, where tramlines divide, to l. up Oldham Rd., and l. again a similar distance on, up Milnrow Rd., leaving tramlines. Passing under rly. arch, turn l. again, slight rise to Fox Inn, then short fall and rise to canal br., ¾ m. level, then fairly steep descent to Milnrow. Surface varying setts.
	(Town Hall.)			
10	Railway Arch	¾		At foot of hill turn l. (d.p.) down Bridge St., and immediately after crossing br. turn r. up Charles St., and forward along New Hey Rd. Telegraph wires begin 100 yds. from br., and lead to New Hey. At fork keep straight forward, gradually rising at first, then level to New Hey. Rough uneven paving. At Cotton Tree Inn turn l. (d.p.) crossing rly. br., gradually rising, then steeper past quarries to fork, where telegraph wires and paving end. Bear r. (d.p.) over fair macadam, up steep hill, over Helpet Edge to Moorcock Inn. Dangerous descent for ¼ m., then easier to hamlet of Junction, then downhill to Old Delph. Surface execrable macadam.
9¼	Canal Bridge	¾		
8½	Milnrow	¾	2¼	
7½	New Hey	1		
	(Cotton Tree Inn.)			
	↑			
	↑			
5½	Moorcock P.H.	2		
4½	Junction	1		

Route 141. **ROCHDALE TO UPPERMILL**—*continued.*

<i>Miles from Uppermill.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
2½	Old Delph..	2	8¼	Bad setts for ¼ m., still descending, to New Delph, where at d.p. cross Oldham—Huddersfield Road; slight descent for ¾ m. to d.p. where turn <i>l.</i> and cross paved br., 200 yds. further turn sharp <i>r.</i> (<i>l.</i> Dobcross) for ¼ m. to end of road, where turn sharp <i>r.</i> (<i>l.</i> to Huddersfield) under rly. br. at Saddleworth Rly. Sta., and, still descending, to Uppermill P.O. Fair macadam surface.
2¼	New Delph	¼		
	(Dobcross.)			
1¼	Saddleworth Rly. Sta...	1¼		
	UPPERMILL	I	10¾	
	(Post Office.)			

ROCHDALE TOWARDS SADDLEWORTH. *Reverse.*—Leaving Uppermill P.O. on *r.* proceed uphill to rly. br., after passing under which turn sharp *l.*, and again *l.* ¼ m. further, and in 200 yds. *r.* at d.p., then forward to Old Delph. Bear *r.* along Market St. and over br., and turn sharp *l.* by Mechanics' Arms. At Junction, take Rochdale Rd. (d.p.). At Cotton Tree Inn, New Hey, bear sharp *r.*, and entering Milnrow keep *l.* at fork, following telegraph wires. Cross br. and at top of Bridge St. turn *r.* and on to Rochdale. Enter town by Milnrow Rd., at end of which turn *r.* down Oldham Rd. and Drake St., then round to *l.* along South Parade to Town Hall.

ALTERNATIVE ROUTE VIA NEW HEY AND GRAINS.

<i>Miles from Uppermill.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
10½	Rochdale	...	...	Follow above route to Cotton Tree Inn, New Hey, where keep straight forward. About 300 yds. further take <i>r.</i> hand forward road (d.p. "to Shaw"), then steep rise and fall, and then level to near Crompton. On reaching first mill near Crompton turn sharp <i>l.</i> along Buckstones Rd. Indifferent setts to here, afterwards rough macadam. Steep rise for 1 m., then easier through Doghill, and short descent to Grains. Straight forward at cross-roads (<i>l.</i> Halifax, <i>r.</i> Oldham), d.p., easy descent, but gradually becoming steeper, and finally dangerous into Old Delph, where turn <i>r.</i> and follow above route to Uppermill P.O.
	(Town Hall.)			
7¼	New Hey	3¼		
	(Cotton Tree Inn.)			
6	Corner of Buckstones Road (Crompton , ¼ m.)	1¼		
5½	↑			
5	Doghill	I		
4¼	Grains	¾		
	(Bull's Head Inn.)			
	↓			
2½	Old Delph.....	1¾		
	UPPERMILL	2½	10½	
	(Post Office.)			

Reverse.—At Old Delph, turn sharp *l.* opposite Bull's Head Inn, keep straight forward at cross-roads at Grains; about 1 m. further avoid a turn to *l.* downhill, and $\frac{3}{4}$ m. further turn *r.*, thence forward to New Hey, whence follow above route.

ROUTE 142. ROCHDALE TO TODMORDEN.

<i>Miles from Todmorden.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
9	Rochdale	...	...	Proceed along South Parade, over the river, and to <i>r.</i> along Smith St., and along Entwistle Rd. to Hamer Bottoms. Road so far level and paved, with steam tram lines (which run to Littleborough). Hence, rather rough macadam by the side of the rails. Turn <i>r.</i> out of Entwistle Rd., long steady rise, with one short break to Durnley. Short level run, then undulating, trending downwards to junction with Whitelees Rd. Bear <i>r.</i> at fork to Littleborough Ch.
8	Hamer	1		
7	Durnley	1		
6	Littleborough	1	3	At church turn sharp <i>l.</i> (d.p. forward to Halifax), then long gentle rise through village of Summit, and then all downhill through Walsden township. At fork where telegraph wires leave turn <i>l.</i> (d.p.) to rly. sta., and in $\frac{1}{2}$ m. cross canals and join old road and wires again. Gentle descent into Todmorden. Capital macadam surface from Littleborough.
4	Summit	2		
2	Walsden Railway Sta. ..	2		
	TODMORDEN	2	9	
	(Town Hall.)			

ROCHDALE TO TODMORDEN. *Reverse*.—Leave by Rochdale Rd., and 1 m. further at fork of old and new roads take latter to *r.* Just before reaching Summit, at old Toll Bar keep to *l.* (*r.* to Calderbrook), and at Littleborough Ch. turn sharp to *r.* (d.p.) and follow tramlines to Hamer Bottoms, along Entwistle Rd. and Smith St., over br. to Town Hall Sq., Rochdale.

ROUTE 143. TODMORDEN TO BURNLEY.

<i>Miles from Burnley.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
9 $\frac{1}{4}$	TODMORDEN	...	...	Leave by Burnley Rd., under rly. arches, and after 1 m. level, steady rise, growing steeper through Portsmouth. Good macadam road, which now grows rougher to Calder Head, when fairly level, but "bumpy" to Holme.
8 $\frac{1}{4}$	Lidgate	1		
6 $\frac{1}{2}$	Portsmouth	1 $\frac{3}{4}$		
	↑			
5 $\frac{1}{2}$	Calder Head	1		

Route 143. TODMORDEN TO BURNLEY—continued.

Miles from Burnley.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
4	Holme	1½	5½	Steadily downhill for 1½ m., until rly. is crossed, whence there is a short rise to where the road from Bacup is joined (d.p.). Turn <i>r.</i> and follow Route 138 to Burnley.
	↓			
2	Function with Bacup Road Burnley	2 2	9¼	

TODMORDEN TO BURNLEY. *Reverse.*—Follow Route 138 (reverse) for 2 m.; at fork (d.p.) bear *L.*, thence direct forward to Burnley Rd., Todmorden.

ROUTE 144. BACUP TO HALIFAX.

Miles from Halifax.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
17½	Bacup	...	...	From tram terminus proceed along Yorkshire St. for 150 yds., then up Todmorden Rd. Telegraph wires begin about ¼ m. up hill, and continue to Todmorden. Steep rise to Shirney Moor, then steep and winding descent through hamlet of Banks to Cloughfoot. Still downhill and steep to rly. arches, after passing through which turn to <i>L.</i> along the Rochdale and Halifax Road, and gentle descent into Todmorden. Surface good macadam.
	↑ Bull's Head Hotel.)			
16	Shirney Moor	1¼		
	↓			
14	Cloughfoot	2		Cross R. Calder at Stansfield Mill and turn <i>L.</i> Easy undulating road, with macadam surface, following the course of R. Calder. From Luddendenfoot there is a series of stiff rises to Cote Hill, the road continuing slightly uphill to King Cross, from which a gradual descent into Halifax, as detailed in Route 116.
	↓			
12¾	Railway Arches	1¼		
12	Todmorden	¾	5¼	
9½	Eastwood	2½		
7½	Hebden Bridge	2		
6	Mytholmroyd	1½		
4½	Luddendenfoot	1½		
2½	Cote Hill	2		
1	King Cross	1½		
	Halifax	1	17¼	

BACUP TO HALIFAX. *Reverse.*—Route 116 (reverse) to King Cross, where keep *r.*; at Hebden Bridge keep *L.*, and again *L.* ½ m. further, then straight forward to Todmorden. Forward along Rochdale Rd., and at ¾ m. turn *r.* (d.p.) under rly. arches, and bear *L.* over canal brs., thence direct and unmistakable road to Yorkshire St., Bacup, along which to tram terminus.

ROUTE 145.

RIPPONDEN TO ASHTON-UNDER-LYNE.

Miles from Ash-u.-Lyne	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
20	RIPPONDEN	...	...	Long steep climb, with indifferent surface, to summit, then descent to Ram Inn, after which care is needed to Junction Inn, where take <i>l</i> -hand forward road (d.p.), slight rise, then steep descent to Old Delph. Turn sharp <i>r</i> . at White Lion Inn, then <i>l</i> . after crossing br., and straight on to Dobcross. Cross br. and turn <i>r</i> ., then <i>r</i> . again under rly. viaduct, and long steep descent through Uppermill, through which take lower road and ascend short sharp incline at foot (the road past the station is dangerously steep), and $\frac{1}{4}$ m. further turn <i>l</i> . at cross-roads, then <i>r</i> . at Greenfield Ch., and forward to Mossley. Indifferent surface.
12	Ram P.H.	8		
11 $\frac{1}{2}$	Junction P.H.	$\frac{1}{2}$		
9 $\frac{1}{4}$	Old Delph.	2 $\frac{1}{4}$		
9	Delph Station	$\frac{1}{4}$		
8	Dobcross	1		
7	Uppermill	1		
5 $\frac{1}{2}$	Greenfield	1 $\frac{1}{2}$		
	(Church.)			
4	Mossley	1 $\frac{1}{2}$	16	
2 $\frac{1}{2}$	Stalybridge ...	1 $\frac{1}{2}$		Proceed along Manchester Rd., leaving rly. sta. on <i>r</i> ., and descend to rly. br. (awkward turn), and ascend to Stalybridge. Bear to <i>r</i> . entering town, then straight forward down Wakefield Rd., at foot of which join tramline and follow to Ashton, which enter by Stamford Rd. and Stamford St.
	Ashton-under-Lyne	2 $\frac{1}{2}$	20	
	(Old Square.)			

RIPPONDEN TO ASHTON-UNDER-LYNE. Reverse.—Follow tramlines along Stamford St. and Stamford Rd. to Stalybridge, and keep straight on (leaving line) up Wakefield Rd., turning *l*. at top. Thence direct to and through Mossley to Royal George Hotel, where turn *l*. (forward to Holmfirth) and over canal br. At Greenfield Sta. steep hill may be avoided by turning *r*., and in 50 yds. *l*. Just after passing under rly. viaduct, beyond Uppermill, turn *l*., and $\frac{1}{2}$ m. further *l*. again. After crossing Dobcross Br. turn *r*. alongside rly. to New Delph Sta., and turn *l*. by White Lion in Old Delph. Thence forward to Junction Inn, where take N.E. road right over the hill forward to Ripponden.

ALTERNATIVE ROUTE.

RIPPONDEN TO ASHTON.

Miles from Mossley.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
17 $\frac{1}{2}$	RIPPONDEN	...	...	Route as above to Junction Inn, then straight on uphill to Grains, and downhill to Oldham.
9	Junction P.H.	8 $\frac{1}{2}$		

RIPPONDEN TO ASHTON—continued.

Miles from Mossley.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
7½	Grains	1½		Enter by way of Ripponden Rd., Bottom-o'-th'-Moor, and Yorkshire St. to Town Hall. Good macadam to Oldham, then good setts.
4	OLDHAM (Town Hall.)	3½	13½	
	Ashton-under-Lyne	4	17½	Thence as in Route 137 (reverse).

RIPPONDEN TO ASHTON-UNDER-LYNE (ALTERNATIVE ROUTE). *Reverse.*—Route 137 to Oldham Town Hall, then forward down Yorkshire St., Bottom-o'-th'-Moor, and $\angle$ ½ m. beyond Mumps Sta. up Ripponden Rd. Thence straight forward to Junction Inn, whence as above.

ROUTE 146. MANCHESTER TO SHEFFIELD.

(Via Glossop.)

Miles from Sheffield.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
38	MANCHESTER	...	...	Leave Square by Exchange St., turn sharp <i>r.</i> up Market St., and follow tramlines (which run to Denton) along Piccadilly and down London Rd., keeping the right-hand forward road at fork of tramlines, down and up Downing St., and along Ardwick Green. At end, at the division of tramlines keep straight forward up Hyde Rd., easy rise to Gorton. Road paved with good granite setts for 2½ m., then alternate macadam and setts at the sides of the tramlines.
	(St. Ann's Square.)			
36½	Ardwick Green	1½		Road rises sharply under rly. br., and directly after crosses canal br.; badly paved and narrow road. Then wide straight road with improving pavé, and fairly level to Denton (cross-roads, <i>r.</i> Stockport, $\angle$ Ashton). Straight forward along Hyde Rd., level for ½ m., then steep descent to br., afterwards uphill. Enter Hyde along Manchester Rd., and to <i>r.</i> along Market St. to Town Hall. Rough setts almost the whole way.
34½	Gorton	2	3½	
	(Brookfield Church.)			At d.p. on fountain turn sharp $\angle$ and forward, bearing <i>r.</i> up Clarendon Pl. at top of which bear $\angle$ up Mottram Rd., all fairly well paved. Nearly level road, half macadam, half granite setts, followed by short length of bad flag-rock
34	↑			
32½	Denton	2		
	(Crown Point.)			
30¾	Hyde	1	7¼	
	(Town Hall.)			
29½	M. S. and L. Rly. Br.	1¼		

Route 146. **MANCHESTER TO SHEFFIELD**—continued.

Miles from Sheffield.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
27½	Mottram Junction P.H. (Mottram.)	2 ↓ ↓ ↓	10½ ¾	setts to rly. br., when long easy rise to Mottram. Half good macadam, and half setts, with occasionally short stretches wholly setts. At cross-roads (Mottram on r.) keep forward, down steep hill, paved with bad setts. At foot turn sharp r. at d.p.; steep badly-paved descent to Woolley Br., which cross, and immediately turn sharp r. over fair macadam road, through Brookfield. Straight on under rly. and viaduct, through Glossop Vale to Junction Inn, where bear l., entering Glossop by High St. West to Town Hall.
26¼	Woolley Bridge	½		
25¼	M. S. and L. Rly. Viaduct	1		
24½	Glossop	1	13½	Keeping straight on and out of town, in ¼ m. begins the long winding and steep ascent to the summit of Featherbed Moss (1680 ft.); from whence the descent to the Snake Inn becomes immediately very steep and dangerous. Rough sandy surface, but grand scenery <i>en route</i> .
	(Town Hall.)			
20	Summit of Featherbed Moss	4½		
		↓ ↓ ↓		
17	Snake P.H.	3	21	Rough steep descent continues, but becomes easier after passing Alport Bridge, and finally fairly level, with good surface to Ashopton.
15	Alport Bridge	2		
11	Ashopton	4	27	Keep l. after crossing R. Derwent (r. to Bamford), and a winding rise, with bad surface, to county boundary; then a similar fall, but with better surface, to Hollow-meadows.
7¾	County boundary	3½		
5¼	Hollow Meadows	2½	32½	Long fall and rise, with deteriorating surface, to Lidgate, followed by steady descent, with fair macadam to Broomhill. Thence a steep bad descent to West St., down which (bad setts) proceed to Parish Ch.
2¼	Lidgate	3		
1½	Broomhill	¾		
		↓		
	SHEFFIELD	1½	38	
	(Parish Church.)			

MANCHESTER TO SHEFFIELD. Reverse.—Proceed by West St., keeping straight forward up hill; direct and unmistakable road (keeping r. at Ladybower Inn, near Ashopton), and straight on, with a dangerous descent from the summit of Featherbed Moss, to Glossop. Leaving Town Hall on l., proceed down High St. W., and bear r. at Junction Inn, and r. again at Dinting P.O., passing Dinting Vale Works. Turn sharp l. round Spread Eagle Inn, and cross Woolley Br., and to l. at d.p., and to l. again at fork at police station near top of hill. Then straight on, and entering Hyde turn sharp r. round Shakespeare Tavern, and then l. through Clarendon Pl. at large lamp into Market Pl., where at d.p. opposite Town Hall turn sharp r. down Market St., and at foot bear l. down Manchester Rd. When tramlines are joined follow to foot of Market St., Manchester, when turn sharp l. along Exchange St. to St. Ann's Sq.

ALTERNATIVE ROUTE TO MOTTRAM (No. 1).

Miles from Mottram.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
11 $\frac{3}{4}$	MANCHESTER	...	...	At d.p. on fountain in Hyde Market Pl. keep forward, up Market St. and Hyde Lane. At top, by Ring-o'-Bells Inn, bear <i>r.</i> , gradually rising to Gee Cross. At top of hill turn back <i>l.</i> at an acute angle, then undulating, with occasionally steep rises and falls, to Mottram.
4 $\frac{1}{2}$	Hyde (Town Hall.)	7 $\frac{1}{4}$		
3 $\frac{3}{4}$	Ring-o'-Bells P.H.	3 $\frac{1}{4}$		
3	Gee Cross	2 $\frac{1}{4}$		
1	Court Houses	2		
$\frac{3}{4}$	↑ ↓			
	MOTTRAM	1	11 $\frac{3}{4}$	

ALTERNATIVE ROUTE (NO. 1.) MANCHESTER TO MOTTRAM. Reverse.—From d.p. proceed *l.* along Stockport Road, and on reaching Gee Cross turn back *r.* at acute angle. Then straight forward to junction with main road at Hyde.

ALTERNATIVE ROUTE TO MOTTRAM (No. 2.)

Miles from Mottram.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
11	MANCHESTER	...	...	Route 155 (reverse) to Stalybridge, where turn <i>r.</i> at the beginning of Wakefield Rd., along Stamford St., with tramlines. At Guidepost Inn turn <i>r.</i> , up Mottram Rd. Half macadam, half paved, and generally ascending.
2 $\frac{1}{2}$	Stalybridge ... (Town Hall.)	8 $\frac{1}{2}$		
	MOTTRAM	2 $\frac{1}{2}$	11	

ALTERNATIVE ROUTE (NO. 2.) MANCHESTER TO MOTTRAM. Reverse.—From Mottram P.O. follow Stalybridge Road, entering the town by Mottram Rd. and Stamford St. to Town Hall. Follow tramlines to junction with Wakefield Rd., when turn *l.* and follow Route 155 to Manchester.

ROUTE 147.

SHEFFIELD TO HUDDERSFIELD.

(Via Penistone.)

<i>Miles from Huddersfield</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
26 $\frac{1}{2}$	SHEFFIELD (Parish Church.)	...	...	Proceed down High St., keeping to <i>l.</i> down Angel St. and Snig Hill, where join tramlines, which follow along West Bar and Gibraltar St. to Penistone Rd. Keep <i>r.</i> at fork, leaving tramlines and passing St. Philip's Ch. on <i>l.</i> Very bad flint setts and rough macadam.
24 $\frac{1}{2}$	Owlerton	2	2	At $\frac{1}{2}$ m. beyond Owlerton keep straight forward and cross R. Don (<i>l.</i> to Huddersfield, via Oughtibridge). Telegraph wires run thence to Huddersfield. Long ascent, passing under rly. br., when the gradient is rather steep. Bad surface, but improving towards Grenoside, where summit is reached.
23 $\frac{1}{4}$	Wadsley Railway Bridge.. ↑ ⌘	1 $\frac{1}{4}$		
21 $\frac{1}{2}$	Grenoside	1 $\frac{3}{4}$	5	Slightly undulating road, with upward trend (road from Rotherham joins at 1 $\frac{1}{2}$ m.) and fair surface. Short descent through Wortley, the road turning abruptly <i>r.</i> , then to <i>l.</i> round the church, through the village.
17 $\frac{1}{2}$	Wortley.....	4	9	Good undulating road, with rising tendency to Thurgoland, after which (a) there is rough and steep descent, at foot curving sharp to <i>l.</i> over the R. Don. Gradual ascent from the bridge through Oxspring, followed by a fair undulating road to Penistone. Short but very steep ascent, under rly. to church.
16	Thurgoland	1 $\frac{1}{2}$		
14 $\frac{1}{2}$	Oxspring	1 $\frac{1}{2}$		
13	Penistone	1 $\frac{1}{2}$	13 $\frac{1}{2}$	Steep descent, under rly. again, bearing <i>r.</i> from the town. [This sharp rise and fall may be avoided by taking the first road to <i>r.</i> (Wentworth Road) immediately after passing under first rly. br., rejoining the main road in 200 yds.] Easy descent to junction of roads, where keep <i>r.</i> (d.p.), crossing R. Don, and then keep <i>l.</i> up a rough steep hill past the Workhouse. After a short level stretch, long gradual rise, steep at first then moderate, through Ingbirchworth; very good surface. Level through High Flatts, whence the road undulates with good surface to Sovereign Inn.
12	↑ ⌘			
11 $\frac{3}{4}$	↑ ⌘			
10 $\frac{3}{4}$	Ingbirchworth	2 $\frac{1}{4}$		
9 $\frac{3}{4}$	High Flatts	1		
8 $\frac{3}{4}$	Bird-Edge	1		
8 $\frac{1}{4}$	Sovereign P.H.	$\frac{1}{2}$	18 $\frac{1}{4}$	Here, at d.p., take Holmfirth Road, level run to Syke-bottom, then a winding descent, becoming gradually steeper and finally dangerous, of Sally-wood Hill, to cross-roads at New Mill.
6 $\frac{3}{4}$	Sally-wood Hill ⌘ ↓	1 $\frac{1}{2}$		
6 $\frac{1}{4}$	New Mill	$\frac{1}{2}$		
3 $\frac{1}{2}$	Honley	2 $\frac{3}{4}$		Here turn <i>r.</i> , with falling road to Honley, and thence straight forward until tramlines are

Route 147. SHEFFIELD TO HUDDERSFIELD—continued.

Miles from Huddersfield	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
2½	Berrybrow.....	1½		reached at Berrybrow. Short rise then descent to Lockwood, with awkward turn to <i>l</i> . Indifferent paving between lines, rest poor macadam.
1½	Lockwood.....	¾	25	Thence all pave; follow tramlines at next turn <i>r</i> . then forward and in ¾ m. up Chapel Hill, and along Buxton Rd. to Old Market Pl., Huddersfield.
	Huddersfield... (Market Place.)	1½	26½	

SHEFFIELD TO HUDDERSFIELD (VIA PENISTONE). *Reverse.*—Forward along New St. and Buxton Rd., turn *l*. down Chapel Hill and forward to Lockwood, where turn *l*. with tramline and cross-river. At Honley Gasworks keep *l*., and at cross-roads at New Mill (d.p.) turn *l*. to Sovereign Inn. At cross-roads (d.p.) turn *r*. and ascend hill and straight on (a) to Penistone. (The steep rise and fall here may be avoided by turning *l*. on Wentworth Rd. after crossing R. Don and rejoining main road in 200 yds.). Still forward through Wortley, leaving which follow the road round the church, and 2½ m. further keep straight forward to Grenoside (*l*. to Rotherham), thence direct to Sheffield. Entering town join tramlines just beyond St. Philip's Ch., and follow to terminus, then straight on up Snig Hill and Angel St., slightly to *r*. up High St. to Parish Church.

NOTE.—(a). A much easier route between Thurgoland and Ingbirchworth than by the main road is as follows:—On reaching top of hill past the church (note that this is *not* the square-towered building, which is a Wesleyan Chapel) in 20 yds. turn *r*. up a short rise, and immediately *l*. Rather rough undulating run, crossing Oxspring and Barnsley Road (d.p.) and in 3 m. Penistone—Barnsley Road (d.p.). Continue forward downhill, bear *l*., and in ½ m. rejoin main road by sharp descent, and turn *r*. uphill to Ingbirchworth. *In reverse*, 1 m. after leaving Ingbirchworth, and 200 yds. before reaching foot of steep hill, turn sharp *l*. uphill (d.p. to Hoylandswaine), then straight forward until 1¼ m. after crossing Oxspring—Barnsley Road, when the road bends to *r*. downhill, then take next turn *r*. and rejoin the main road (d.p.) when turn *l*. to Thurgoland.

This is locally known as "the top way from Wortley," and avoids the Thurgoland Bank in both directions, and the hills at Penistone, and is altogether preferable. The distance is about the same, and the surface is good except in very wet weather.

ROUTE 148. SHEFFIELD TO HUDDERSFIELD. (Via Langsett.)

The following route is much superior to the main road via Penistone, from a touring point of view, affording some of the prettiest scenery in the district. The surface is generally good, but the roads in the wooded portions become very heavy in wet weather, while the presence of a westerly wind makes it hard work from Sheffield to Victoria, such a wind coming with added force as it sweeps down the valley and over the moors. Generally speaking, it will be found best to take this route from Huddersfield to Sheffield, and that via Penistone (No. 147) in the opposite direction.

Miles from Huddersfield	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
26½	SHEFFIELD.....	...	...	Route 147 to junction of roads ½ m. beyond Owlerton, where keep <i>l</i> ., and fairly level run, with indifferent surface, to Oughtibridge.
24½	Owlerton.....	2		

Route 148. **SHEFFIELD TO HUDDERSFIELD**—*continued.*

<i>Miles from Huddersfield</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
21½	Oughtibridge	3	5	Leaving Oughtibridge, long steady rise, followed by a short steep descent through a wood, then another long climb, gradual at first but steep towards the top. Thence gentle descent to Deepcar, into which bear round to <i>l.</i> (Wharncliffe Woods lie to the <i>r.</i> of Oughtibridge, and the scenery on this portion of the route is very fine. In the woods is the den of the far-famed dragon of Wantley.)
18	Deepcar	3½	8½	Keep straight forward through Stocksbridge to Unshven, where cross R. Don, and almost level road, with very good surface, through Middopstones, then rather steep ascent, and another, with rough surface, to Langsett.
17	Stocksbridge	1		
15½	Unshven Bridge	1¼		
14½	Middopstones	1¼		
13	Langsett	1½	13½	The road continues rough, but easily rising and then level. Cross Barnsley—Woodhead Road, and in ½ m. rough descent under rly. at Hazlehead Sta., crossing R. Don. and then similar ascent, crossing Penistone—Dunford Road. After an ascent to Victoria comes a loose steep and dangerous descent, with a bad turn. The road now curves left and right, still needing care, especially so at Jackson Bridge, where it is steep and winding. Still falling, another steep descent to New Mill.
11½	Flouch	1¼		
11	Hazelhead Rly. Sta. ↓	¾		
	↑			
9	Victoria	2		Keeping straight forward, Route 147 to Huddersfield.
	↑			
7¼	Jackson Bridge	1¾		
	↓			
6¼	New Mill	1	20¼	
	Huddersfield...	6¼	26½	

SHEFFIELD TO HUDDERSFIELD (VIA LANGSETT). *Reverse.*—Route 147 (reverse) to New Mill, where keep straight forward, and straight on at all crossings until 2½ m. beyond Oughtibridge, when main road is rejoined. Here bear *r.* and follow Route 147 (reverse) to Sheffield.

ROUTE 149. SHEFFIELD TO HUDDERSFIELD.

(Via Shepley.)

<i>Miles from Huddersfield</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
26¾	SHEFFIELD	...	...	Route 147 to Sovereign Inn, where continue straight forward, instead of turning <i>l.</i> Long

Route 149. **SHEFFIELD TO HUDDERSFIELD**—*continued.*

Miles from Huddersfield	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
8½	Sovereign P.H.	18½		descent through Shepley, steep and rough in parts.
8	Shepley ↓	½	18¾	Through and beyond village the descent becomes steeper, with an awkward bend, requiring care, to Shelley Bank Bottom. Thence a short, steep rise, followed by undulating road, mostly downward, past Fenay Bridge Sta., and joining Wakefield—Huddersfield Road at Waterloo.
7	Shelley Bank Bottom..... ↑	1		
3¾	Fenay Bridge Station	3¼		
3	Waterloo	¾	23¾	Bear <i>l.</i> and follow tramlines (paved in centre, fair macadam at sides), rising for 1 m. to, and bearing <i>r.</i> with tramlines through Moldgreen. Cross R. Colne and canal by Somerset Br., and follow lines up King St. (rather steep), and at top turn <i>r.</i> with them along New St. to Old Market Pl. Paved from Moldgreen.
2	Moldgreen	1		
	Huddersfield... (Market Place.)	2	26¾	

SHEFFIELD TO HUDDERSFIELD (VIA SHEPLEY). *Reverse.*—Leave Market Pl. by New St. and turn *l.* with tramlines down King St., across Somerset Br., keeping with *l.* tramline, and following to Waterloo. Here turn *r.* (d.p. “to Kirkburton”) and in 2 m. keep *r.* again, and forward to Sovereign Inn, where keep straight forward uphill and follow Route 147 (reverse) to Sheffield.

Route 150. **SHEFFIELD TO LEEDS.**

Miles from Leeds.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
34	SHEFFIELD (Parish Church.)	...	...	Proceed down High St. and Waingate to br. over R. Don. Then follow tramlines, pass under rly., and keep to <i>l.</i> up Spital Hill; bad granite paving. Keep <i>l.</i> (<i>r.</i> to Doncaster) up Burngreave Rd., thence fair macadam with long easy rise to Pitsmoor.
32½	Pitsmoor ↓	1½	1½	Steep rough descent, growing worse towards the bottom, and requiring care. At foot keep <i>l.</i> , joining telegraph wires, and ascend two very steep hills, followed by a long gradual rise to Sheffield Lane Top; bad macadam. Thence another long descent, with better surface; then a short stretch of good undulating road, followed by a further steep descent, requiring care, as
31¾	↑			
31½	↑			

Route 150.

SHEFFIELD TO LEEDS—*continued.*

<i>Miles from Leeds.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
30 $\frac{1}{2}$	Sheffield Lane Top	2		there are two awkward bends at the steepest part. From the foot it is almost level for $\frac{1}{2}$ m., passing Ecclesfield on <i>L.</i> ; indifferent surface. At cross-roads at 4 m. turn sharp <i>r.</i> and ascend a moderately steep hill, followed by a descent with a very sharp turn at <i>r.</i> angles, needing care; thence a continuous but easier descent to Chapeltown.
	↓	1		
	↓	1 $\frac{1}{4}$		
	↓			
27 $\frac{3}{4}$	Chapeltown	$\frac{1}{2}$	6 $\frac{1}{4}$	Cross Rotherham—Penistone Road; level running through village, and just before reaching sta. the road ascends a steep rough hill, practically unrideable underneath rly. arch, but becoming easier in latter portion. Short fall, followed by steep descent with bad corner, to junction with road from Rotherham. Thence the road rapidly improves, and ascends by a long gradual slope to Hoyland Common, passing over colliery level crossing. $\frac{1}{4}$ m. beyond the common keep <i>r.</i> , the road falling gradually, with excellent surface to Birdwell.
27 $\frac{1}{4}$	↑ ⌘ Chapeltown Rly. Sta.	$\frac{1}{2}$		
27	Chapeltown Hill Top ↓ ⌘	$\frac{1}{4}$		
23 $\frac{3}{4}$	Birdwell	3 $\frac{1}{4}$	10 $\frac{1}{4}$	Here keep <i>L.</i> , continuing downhill; good surface to Worsboro' Dale, where pass over a colliery level crossing needing care, as it is at the foot of the hill; then over a level rly. crossing. Keep straight on up a long steep hill, with good surface, which deteriorates as the gradient becomes easier; then easy descent into Barnsley, the last $\frac{1}{4}$ m. of which is badly paved.
22	Worsboro' Dale	1 $\frac{3}{4}$		
20	Barnsley	2	14	Keeping straight forward, leave by Eldon St. North, passing under rly. br. Rather steep descent to Old Mill Bridge, requiring care; good surface. Bear <i>L.</i> after crossing canal and river, and ascend a long steady rise of 1 $\frac{3}{4}$ m.; indifferent surface.
	↓			
19 $\frac{1}{4}$	Old Mill Bridge	$\frac{3}{4}$		
17 $\frac{1}{4}$	Staincross Railway Sta. (M. S. and L. Railway.)	2	16 $\frac{3}{4}$	Bear <i>r.</i> at fork, thence improving surface and undulating road to Newmillerdam. Turn <i>L.</i> at end of village, and a good undulating run to Wakefield. Entering the town cross Wakefield Br. and bear <i>L.</i> , then <i>r.</i> , and pass under rly. br. into Kirkgate. Bad granite paving in Wakefield.
13	Newmillerdam	4 $\frac{1}{4}$		
12	Milnthorp	1		
11 $\frac{1}{4}$	Sandal Magna	$\frac{3}{4}$		
9 $\frac{1}{2}$	Wakefield	1 $\frac{3}{4}$	24 $\frac{1}{2}$	Forward up Northgate (stone setts), past Grammar School on right (good macadam road), and follow telegraph wires past Newton Old Bar House on <i>L.</i> At junction of roads keep to <i>r.</i> , passing colliery on <i>L.</i> Undulating road to Outwood, passing church on <i>L.</i> ; gentle fall over rly. br. (G.N. Wakefield to Castleford),
	↓			
8 $\frac{3}{4}$	Newton Old Bar House ..	$\frac{3}{4}$		
7 $\frac{1}{2}$	Outwood	1 $\frac{1}{4}$		

Route 150.

SHEFFIELD TO LEEDS—*continued.*

Miles from Leeds.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
6 $\frac{1}{2}$	↑ Lofthouse Hill ...	1		and across colliery level crossing, then bear to $\angle$ up Lofthouse Hill (stiff short climb), through Lofthouse village. Bear to $\angle$ at fork; undulating road to Robin Hood, passing over colliery level crossing, on to Bell Hill.
5	Robin Hood	1 $\frac{1}{2}$		
3 $\frac{3}{4}$	Bell Hill ↗	1 $\frac{1}{4}$	30 $\frac{1}{4}$	Steep descent, macadam road; cross br. over Mid. Rly. and forward to junction with Pontefract Rd.; follow tramlines through Hunslet, over R. Aire, into Briggate, Leeds. Surface moderate throughout.
2 $\frac{1}{2}$	Crooked Billet Inn	1 $\frac{1}{4}$		
	LEEDS (Briggate.)	2 $\frac{1}{2}$	34	

SHEFFIELD TO LEEDS. Reverse.—From Briggate proceed forward over Aire Bridge and follow tramlines, through Hunslet, to terminus (Crooked Billet Inn). At fork bear *r.* uphill ($\angle$ to Pontefract) and follow telegraph wires, keeping $\angle$ at fork at Newton Old Bar-house, to Wakefield. Leave the town by Kirkgate and Wakefield Br., bear *r.* and direct forward road to Barnsley, $\frac{1}{2}$ m. before which keep $\angle$ at fork (*r.* if stopping at Barnsley or going to Penistone), then straight on through town. Keep *r.* up Sheffield Rd. ($\angle$ to Doncaster), and at top keep $\angle$ and follow telegraph wires. Direct road to Pitsmoor, where keep $\angle$ downhill, along Burngreave Rd., at end of which bear *r.* down Spittal Hill, pass under rly. br. and follow tramlines over R. Don, up Waingate and High St. to Parish Church, Sheffield.

ROUTE 151. BARNESLEY TO STOCKPORT.

Miles from Stockport.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
33	Barnsley (May-day Green.)	...	...	Leaving western end of green, proceed forward along Peel St. and Dodworth Rd.; long easy ascent out of town, then undulating to Dodworth; good surface.
30 $\frac{3}{4}$	Dodworth	2 $\frac{1}{4}$	2 $\frac{1}{4}$	At top of hill in village turn sharp <i>r.</i> (d.p.) ($\angle$ to Stainboro'), and level run over rly. crossing; after which long easy ascent, bearing $\angle$ the while. At top gradual descent growing very steep at foot, and short rise into Silkstone. At top, turn sharp $\angle$ round churchyard wall (<i>r.</i> to Cawthorne), and easy descent down narrow street. At end turn <i>r.</i> , and long gradual rise to and through Hoylandswaine, steep at top, and steady fall into Penistone. Good surface.
30 $\frac{1}{4}$	Level Crossing.....	$\frac{1}{2}$		
	↓	1		
	↑			
29	Silkstone	$\frac{1}{4}$		
27	↑ Hoylandswaine	2		
	↗			
	↓			

Route 151. **BARNLEY TO STOCKPORT**—*continued.*

<i>Miles from Stockport.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
25½	Penistone (Don Bridge.)	1½	7½	At foot turn <i>l.</i> (<i>r.</i> to Huddersfield) and cross R. Don, and turn <i>r.</i> leaving Penistone on <i>l.</i> Fairly level, but with rise through Thurlstone, followed by descent to Millhouses. Bear <i>l.</i> at fork (<i>r.</i> to Holmfirth). After crossing br. over R. Don, long, rather steep, rise under rly. br. At top turn <i>r.</i> ; poor road to Flouch, and straight on over cross-roads (<i>l.</i> Sheffield, <i>r.</i> Huddersfield), then long ascent to summit and descent to Saltersbrook. Fair moorland road.
24½	Thurlstone	¾		
23½	Millhouses	1		
21½	Flouch (Inn.)	2		
	↑			Crossing brook, enter Cheshire, and easy descent over better road to Woodhead Chapel.
17½	Saltersbrook (Miller's Arms.)	4	15½	
13½	Woodhead Chapel	4	19½	
	↓			
13	Crowden	¾		Long steady slopes with downward tendency and grand surface. Approaching Tintwistle, steady ascent, then a long descent through the village, with indifferent surface to Hollingworth. Keep straight on up fairly steep hill and to <i>l.</i> at fork by Police Sta. near the top to Mottram, half width of road paved.
	↑			
9½	Tintwistle	3½		
	↓			
8½	Hollingworth	1½		Forward along Hyde Rd. for nearly 1 m., when turn sharp <i>l.</i> along narrow lane, and join old Roman road at end, turning <i>r.</i> along same (known as Hattersley Lane). After crossing rly. sharp fall and rise to Gee Cross. Fair surface.
7½	Mottram (Junction Inn.)	1	25½	
	↓			
4½	Gee Cross	3	28½	
	↓			Rough pavé begins at top of ascent; keep <i>l.</i> through Gee Cross (bad cobbles) and forward over rough partly paved road, fairly level to Bredbury Ch., where bear <i>r.</i> (church in fork) and forward to park in Stockport, over gently falling road. Keep straight on (<i>l.</i> to Macclesfield, <i>r.</i> through Partwood to Manchester) up New Bridge St. and Millgate, and at end bear <i>r.</i> down Market St. and Bridge St. to Mersey Br.
3	Woodley Railway Sta.	1½		
2½	Bredbury (Church.)	½		
	Stockport (Mersey Bridge.)	2½	33	

BARNLEY TO STOCKPORT. *Reverse.*—Crossing br. continue forward up Bridge St. and Market St., turn *l.* along Millgate and New Bridge St. At 1¾ m. keep *r.* (*l.* to Denton), and forward to Gee Cross, after passing through which bear *r.*, and forward to Mottram. Thence a direct road, avoiding a turn to *r.* (to Glossop) at ¾ m., to Don Br. at Penistone, keeping straight forward at all cross-roads. After crossing br. turn *r.* in 50 yds.; at Silkstone turn *l.* up narrow street, and bear *r.* round churchyard wall and forward to Dodworth. Turn sharp *l.* on entering village, then forward along Dodworth Rd. and Peel St. to May-day Green in Barnsley.

ROUTE 152. HOLMFIRTH TO GLOSSOP.

(See Note to Alternative Route.)

Miles from Glossop.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
13 $\frac{1}{4}$	HOLMFIRTH (Victoria Square.)	...	...	Leave Victoria Sq., Holmfirth, by Hollowgate, where cross river and turn up hill to <i>L</i> . At d.p. in 50 yds. keep <i>L</i> , rising all the way to Holme-bridge, where skirt the churchyard wall, and after crossing river, turn <i>r</i> . up very steep hill to Holme. Fair surface.
11 $\frac{3}{4}$	Holmebridge	1 $\frac{1}{2}$		
10 $\frac{3}{4}$	Holme	1	2 $\frac{1}{2}$	
8 $\frac{3}{4}$	Holme Moss (Summit.)	2		
6 $\frac{3}{4}$	Heyden Bridge	2		
6	Woodhead Chapel (George and Dragon.)	$\frac{3}{4}$	7 $\frac{1}{4}$	Thence a severe climb to the summit of Holme Moss (1720 ft.), followed by a descent of 2 m., at first steep, then easier, and culminating in a dangerous winding descent to Heyden Bridge. Short sharp rise past Tollemache Arms (temperance hotel), followed by a similar fall, then an undulating run to junction with Penistone—Motttram Road at Woodhead Chapel. Bad loose surface. Turn <i>r</i> . and in $\frac{3}{4}$ m. turn to the <i>L</i> . leaving Penistone Rd. opposite church, and crossing reservoir by paved road, turn sharp <i>r</i> ., leaving rly. sta. on <i>L</i> , between reservoir and rly. Steady fall for about a mile, then level run for another mile, when turn <i>L</i> . over level crossing. Undulating run to junction with road from Hadfield, when bear <i>L</i> , and after $\frac{1}{2}$ m. of easily undulating road, long steep descent (requiring care) into Glossop. Fair surface.
5 $\frac{1}{4}$	Crowden (Railway Station.)	$\frac{3}{4}$		
3 $\frac{1}{4}$	Level Crossing.....	2		
1 $\frac{1}{2}$	Junction with Hadfield Road	1 $\frac{3}{4}$		
	Glossop..... (Norfolk Hotel.)	1 $\frac{1}{2}$	13 $\frac{1}{4}$	

HOLMFIRTH TO GLOSSOP. *Reverse.*—Proceeding up hill past rly. sta., keep *r*. at fork in $\frac{3}{4}$ m., then direct road to Crowden, where turn *r*. to George and Dragon Inn at Woodhead Chapel. At fork opposite inn turn *L*, and direct forward road to Holmfirth.

ALTERNATIVE ROUTE.

HOLMFIRTH TO WOODHEAD CHAPEL.

(Via Dunford Bridge.)

The direct road from Holmfirth over Holme Moss is very dangerous, and not at all suitable for cycling. The following route via Dunford Br. will be found much better in every way.

Miles from Glossop.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
15 $\frac{3}{4}$	HOLMFIRTH (Victoria Square.)	...	...	Leave Victoria Sq. up Ribblesden (d.p.), and hard climb for nearly 2 m. At top turn <i>r</i> . then

HOLMFIRTH TO WOODHEAD CHAPEL—continued.

<i>Miles from Glossop.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Intermedi-ate.</i>	<i>Total.</i>	
13 $\frac{3}{4}$ 11 $\frac{1}{2}$	↑ Hade Edge Dunford Bridge ↑ ↓	2 2		slightly rising through Hade Edge, keeping to <i>L.</i> , and at cross-roads at Junction Inn (1269 ft.) keep straight forward, still rising. Then a gradual descent past Dewsbury Waterworks of a mile to Dunford Br., where turn <i>r.</i> over br. and up hill. Rough surface, and steady rise for a mile; and soon after join road from Penistone, when turn <i>r.</i> to Saltersbrook. Thence by Route 151 to Woodhead Chapel, and from there as above to Glossop.
10 6	Saltersbrook Woodhead Chapel Glossop	1 $\frac{3}{4}$ 4 6	5 $\frac{3}{4}$ 9 $\frac{3}{4}$ 15 $\frac{3}{4}$	

HOLMFIRTH TO GLOSSOP (ALTERNATIVE ROUTE). *Reverse.*—Route as above (reverse) to Woodhead Chapel, thence by Route 151 (reverse) until $\frac{1}{2}$ m. beyond Saltersbrook where, at d.p., turn *L.* Dismount above first houses on *r.* ere Dunford Br. is reached, as the approach thereto is unusually dangerous. Forward over rly. and brook, and bear *L.* at fork. Keep straight forward at Junction Inn, and through Hade Edge bear *L.*, with successive steep descents to Holmfirth.

ROUTE 153.

GLOSSOP TO CHAPEL-EN-LE-FRITH.

<i>Miles from C.-en-le-Frith</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Intermedi-ate.</i>	<i>Total.</i>	
9 8 $\frac{1}{4}$	Glossop ↑ Charleston ↑	... $\frac{3}{4}$	...	Turning <i>r.</i> opposite end of Station Rd., badly paved road, rising and falling slightly to Charleston. Thence long rough and steep ascent, becoming easier after passing Chunal, followed by a similar descent; afterwards slightly falling but rough road to commencement of paving on entering Hayfield.
7 $\frac{1}{2}$	Chunal (Inn.) ↓	$\frac{3}{4}$		
4 $\frac{1}{2}$	Hayfield	2 $\frac{1}{2}$	4 $\frac{1}{2}$	
2 $\frac{3}{4}$	Chinley Head	1 $\frac{3}{4}$		
2 $\frac{1}{2}$	Lamb Inn	$\frac{1}{4}$		Short steep ascent over bad pavé, then downward tendency through village. Keep to main street, bearing slightly <i>L.</i> ; paving lasts for 1 m., and is followed by $\frac{1}{2}$ m. half paved and half macadam. Long steady climb to Chinley Head; bad sandy surface, but which now improves. Long descent, occasionally steep, to rly. br., after passing under which turn sharp <i>L.</i> over undulating road and short sharp descent to Milton Inn, where turn <i>r.</i> and ascend to Chapel-en-le-Frith.
$\frac{3}{4}$	↓ Milton Inn	1 $\frac{3}{4}$		
	CHAPEL-EN-LE-FRITH ... (Church.)	$\frac{3}{4}$	9	

GLOSSOP TO CHAPEL-EN-LE-FRITH. *Reverse*.—Keep *r.* by church, and after passing under one rly. br. turn *r.* under another, then straight on to Glossop.

ROUTE 154. HAYFIELD TO NEW MILLS.

Miles from New Mills.	Places on the Road.	Mileage.		<i>General description of the Road.</i>
		Inter- medi- ate.	Total.	
3½	HAYFIELD	...	...	Cross R. Sett br., pass by rly. sta., and take first turn to <i>r.</i> for New Mills. The centre of the road is paved the whole way with 1 ft. square setts (quite rideable) with fair macadam on each side. Undulating road leads through Birch Dale (<i>r.</i> to Mellor). There is an ascent to New Mills Ch., with descent down Church Rd., crossing Mid. Rly., to Queen's Arms Hotel.
2½	Birch Dale	1		
1½	Low Leighton	1½		
	NEW MILLS	1½	3½	

HAYFIELD TO NEW MILLS. *Reverse*.—Forward from inn, and bear *r.* just past Low Leighton, and entering Hayfield turn *l.* by rly. sta. to R. Sett br.

ROUTE 155.

HUDDERSFIELD TO MANCHESTER.

(Via Meltham and Ashton.)

Miles from Manchester	Places on the Road.	Mileage.		<i>General description of the Road.</i>
		Inter- medi- ate.	Total.	
26	Huddersfield...	...	...	Route 147 (reverse) to Lockwood, where follow <i>r.</i> -hand tramlines at fork, under rly. viaduct, to their termination at entrance to Beaumont Park. Long steep rise through Netherton, then fall past Healey Howe Rly. Sta. (where road curves <i>l.</i>), and rise again. Similar fall and rise into Meltham. Good surface.
24½	Lockwood	1½		
24¼	Beaumont Park Entrance.	½		
23	Netherton	1½		
22¼	Healey Howe Rly. Sta.	¾		
21	Meltham	1½	5	Keep straight forward through village, then long steep and rough ascent to Wessenden Head, where the Holmfirth—Ashton Road is joined at Isle of Skye Inn (the highest inn in Yorkshire, being 1477 ft. above sea level).
18	Wessenden Head ... (Isle of Skye Inn.)	3	8	
				Here turn <i>r.</i> , and the ascent continues for a mile, then a long steep descent to Greenfield Ch., where bear <i>l.</i> ; fair surface. Thence as detailed in Route 145 to Ashton-under-Lyne.

Route 155. HUDDERSFIELD TO MANCHESTER

—continued.

Miles from Manchester	Places on the Road.	Mileage.		
		Inter- medi- ate.	Total.	
11½	Greenfield (Church.)	6½		
6	Ashton-under- Lyne	5½	20	Continue along Stamford St. and follow tramlines, which lead direct to Manchester. Enter by way of Ashton Old Rd., forward down Ogden St. and Fairfield St., turning <i>r.</i> up London Rd., along Piccadilly, and down Market street, turning <i>l.</i> at foot along Exchange St. to St. Ann's Sq. Capital granite-sett surface, with a few patches of macadam, throughout, with gradual downward tendency.
4¾	Audenshaw Rly. Sta....	1¼		
3	Openshaw	1¾		
	MANCHESTER (St. Ann's Square.)	3	26	

HUDDERSFIELD TO MANCHESTER. Reverse.—From square proceed along Exchange St., turning to *r.* up Market St., forward down London Rd. (with care), and just before rly. br. turning *l.* up Fairfield St., Ogden St., and Ashton Old Rd. Entering Ashton follow *r.*-hand tramline along Stamford St. and Stamford Rd., and forward by Route 145 (reverse) to Royal George Hotel, where keep straight on (*l.* to Uppermill) and forward to Isle of Skye Inn. Here turn *l.*, and a direct road to Lockwood, whence by Route 147 to Huddersfield.

ALTERNATIVE ROUTE.

ASHTON TO MANCHESTER.

(Via Droylsden.)

Miles from Manchester	Places on the Road.	Mileage.		
		Inter- medi- ate.	Total.	
6½	Ashton-under- Lyne	...	...	Immediately after passing under rly. br. at Audenshaw Rly. Sta., leave tramlines and turn to <i>r.</i> ; badly paved into Droylsden. Thence straight forward, half macadam and paved to Clayton, then all paved down Ashton New Rd.; cross viaduct, and follow <i>r.</i> -hand single tramline up Mitchell St., turning <i>l.</i> along Pollard St., and at end <i>r.</i> along Great Ancoats St., Lever St., and <i>l.</i> into Piccadilly. Turn sharp <i>r.</i> , and at foot of Market St. turn <i>l.</i> along Exchange St. into square.
5¼	Audenshaw Rly. Sta....	1¼		
4½	Droylsden	¾		
2¾	Clayton.....	1¾		
	MANCHESTER (St. Ann's Square.)	2¾	6½	

ALTERNATIVE ROUTE, ASHTON TO MANCHESTER. *Reverse.*—Leave by Exchange St., turn *r.* up Market St., *l.* along Piccadilly, and forward along Lever St. and Great Ancoats St.; *l.* along Pollard St., and *r.* down Mitchell St., and forward with tramline to Clayton. At terminus turn *r.* (d.p. on lamp) and straight forward to Ashton.

ROUTE 156. ROTHERHAM TO HOLMFIRTH.

Miles from Holmfirth.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
23½	Rotherham.....	...	...	Leave Rotherham (a) by Masborough Rd. and forward through Masborough (bad granite setts) and Kimberworth, over inferior macadam. Here ascent begins, gradually becoming steeper and rougher to 1½ m., when undulating past Keppel's Column (erected by the Marquis of Rockingham to commemorate the peace of 1748), and for a further similar distance. Then long dangerous descent of Cowley Hill, and near the foot keep sharp to <i>r.</i> , and level through Cowley to Chapeltown. Fair surface.
22½	Masborough	I		
21½	Kimberworth	I		
20	Keppel's Column.....	1½		
18½	Cowley Hill ↓	1½		
17½	Chapeltown	I	6	Crossing Sheffield—Barnsley Road, keep <i>l.</i> at fork 50 yds. further, up long gradual rise to junction with Sheffield—Penistone Road, which follow (Route 147) to Penistone.
16	Junction with Sheffield Road.....	1½		
8½	Penistone	7½	15	Continue on Route 147 to New Mill, then straight on with successive ascents to Muslin Hall, where bear <i>l.</i> at d.p. and gentle fall to Holmfirth, past rly. sta. through Towngate to Victoria Sq. Fair surface.
1¾	New Mill	6¾		
I	Muslin Hall.....	¾		
	HOLMFIRTH	I	23½	
	(Victoria Square.)			

ROTHERHAM TO HOLMFIRTH. *Reverse.*—Passing church, proceed forward along Towngate and up past rly. sta.; keep *r.* at Muslin Hall (d.p.) and forward to New Mill, whence follow Route 147 (reverse) to 2½ m. past Wortley, when bear *l.* at fork. At top of steep hill out of Cowley keep *r.* (*l.* to Thorpe Hesley), and straight forward to Rotherham.

NOTE.—(a) *An Alternative Route* may be had by proceeding down Church St. (steep), Bridgegate, over bridges and up College Rd., through Bradgate and Thorpe Hesley, joining above route at top of Cowley Hill (distance ½ m. further). *In reverse* bear *l.* at top of Cowley Hill and straight forward to Rotherham.

ROUTE 156A.

HOLMFIRTH TO HUDDERSFIELD.

<i>Miles from Huddersfield</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
6½	HOLMFIRTH (Victoria Square.)	...	...	From Victoria Sq. proceed up Victoria St., at top turn <i>r.</i> down Huddersfield Rd., and at Technical Institute bend <i>l.</i> , slightly falling to Thongs Bridge. Forward, following telegraph wires to and ascending Hagg Wood. From the top a gentle fall of 1 m. to Honley, crossing R. Holme and joining road from New Mill. Good surface. Thence as in Route 147.
5	Thongs Bridge.....	1½		
3½	Honley	1½		
	Huddersfield...	3½	6½	

HOLMFIRTH TO HUDDERSFIELD. *Reverse.*—Route 147 (reverse) to Honley, where keep *r.* (d.p.) up Holmfirth Rd., and forward to Holmfirth. At Technical Institute bear *r.* and in 300 yds. turn *l.* down Victoria St., to Victoria Sq.

ROUTE 157. HUDDERSFIELD TO HALIFAX.

<i>Miles from Halifax.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
7	Huddersfield... (Market Place.)	...	...	Proceed up Westgate and New North Rd., a long gradual rise, with slight fall into Edgerton. Good macadam, with paving and tramlines in centre. At 1½ m. tramlines go off to <i>l.</i> (a), then short rise into Birchincliffe, afterwards steeper to summit, where road goes through a deep cutting, and under two archways carrying roads at a higher level overhead. Thence steep and dangerous descent, with two awkward turns, followed by gradual fall into Elland. Fair surface.
6	Edgerton	1		
5	Birchincliffe	1		
		↓		
3	Elland	1½	4	Forward down sett-paved road, over br., when turn sharp <i>l.</i> Good macadam to Salterhebble, where steep climb over setts. At top good macadam, and ½ m. level; turn <i>l.</i> at top of hill and gradual descent into Halifax.
2½	Elland Bridge	1½		
½	↑ Salterhebble	1½		
	↑ Halifax	½	7	

HUDDERSFIELD TO HALIFAX. *Reverse.*—Leave Halifax by Commercial St. and Skircoat Moor Rd. to Salterhebble, and ½ m. further bear *l.* past Calder and Hebble Inn. 1¼ m. further turn *r.* over Elland Br., then *l.* through Elland. ¼ m. beyond Birchincliffe tramlines begin, follow same direct by New North Rd. and Westgate to Huddersfield Market Pl.

ROUTE 158. HALIFAX TO BRADFORD.

Miles from Bradford.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
8	Halifax	...	...	Route 116 to Wibsey Bank Foot where bear <i>l.</i> through a cutting (<i>r.</i> to Leeds). Follow tramlines, which lead direct into Bradford. Granite paving all the way.
2	<i>Wibsey Bank Foot</i>	6		
	BRADFORD	2	8	
	(Town Hall.)			

HALIFAX TO BRADFORD. *Reverse.*—From Town Hall, bear *l.*, then follow tramlines to Wibsey Bank Foot. Bear *r.*, and Route 116 (reverse) to Halifax.

ROUTE 159. HUDDERSFIELD TO BRADFORD.

Miles from Bradford.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
12	Huddersfield ...	...	...	Follow tramlines along John William St., turn <i>r.</i> with them down Northumberland St., and turn off to <i>l.</i> with branch on Northgate, which continues along Bradford Rd. Huddersfield is paved with setts for 1 m. then macadam, improving towards Rastrick, reached by a long easy climb. Undulating stretch, followed by short steep descent (sett-paved) into Brighouse, which is all paved with setts.
	(Market Place.)			
10	Rastrick	2		Keep straight forward through town, good macadam road slightly rising to Bailiffe-Bridge. Long rise to Wyke, whence follow tramlines through Low Moor by Manchester Rd. (setts) to Town Hall, Bradford.
8	Brighouse	2	4	
6½	Bailiffe Bridge.....	1½		
4½	Wyke.....	1½		
	BRADFORD	4½	12	
	(Town Hall.)			

HUDDERSFIELD TO BRADFORD. *Reverse.*—Leaving Town Hall on *l.*, bear *l.* up Manchester Rd., and leaving town follow lines to *l.*, through Low Moor to Wyke. At tram terminus keep *r.*, and straight on to Huddersfield. At foot of Northgate turn *r.* with tramlines up Northumberland St., and *l.* at end along John William St. to Market Pl.

ROUTE 160. BARNSELEY TO HUDDERSFIELD.

(Via Flockton.)

Miles from Huddersfield	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
16 $\frac{3}{4}$	Barnsley (Market Place.)	...	...	Leave Market Pl. by Church St. and keep straight forward with good almost level road. At fork at 2 m. turn <i>r.</i> (d.p., <i>L.</i> to Cawthorne), gradually descending, and in $\frac{3}{4}$ m. crossing rly. and old canal. Level run to Darton.
14 $\frac{3}{4}$	Fork	2		
12 $\frac{3}{4}$	Darton	2	4	Keep round to <i>L.</i> , and at fork bear <i>r.</i> gradually rising past Birthwaite Hall (on <i>r.</i>). From the top is a steep, winding, and dangerous descent, bending <i>L.</i> At Haigh Bridge keep <i>L.</i> (d.p.), and in $\frac{1}{4}$ m. turn <i>r.</i> Thence gradual ascent, with good surface to Bretton-West, where continue straight forward (<i>r.</i> to Wakefield), still ascending, and in $\frac{3}{4}$ m. cross Wakefield—Holmfirth Road. Then level run through Midgley, and bend <i>L.</i> on nearing Flockton.
11 $\frac{1}{2}$	↑			
11	Haigh Bridge	1 $\frac{3}{4}$		Rough undulating road through village, thence an ascent of 1 m., at first rather steep, to junction of Wakefield—Huddersfield Road at Grange-Moor.
9 $\frac{3}{4}$	Bretton-West	1 $\frac{1}{4}$		
8 $\frac{3}{4}$	Midgley.....	1		Thence as in Route 163 (reverse) to Huddersfield.
6 $\frac{1}{2}$	Flockton	2 $\frac{1}{4}$	10 $\frac{1}{4}$	
5 $\frac{1}{4}$	Grange-Moor	1 $\frac{1}{4}$	11 $\frac{1}{2}$	
	Huddersfield...	5 $\frac{1}{4}$	16 $\frac{3}{4}$	

BARNSELEY TO HUDDERSFIELD (VIA FLOCKTON). Reverse.—Route 163 to Grange-Moor, where turn *r.* and forward to and through Flockton. Cross Wakefield—Holmfirth Road and entering Bretton-West keep *r.*, and passing Beaumont Arms bear *L.* downhill by side of park to Haigh Bridge. Keep *r.* uphill (d.p.), and at foot of subsequent descent bend *L.* Through Darton bear round to *r.*, keeping church on *L.* and rising over rly., where keep *L.* and forward to Barnsley, where keep straight on down Church St. to Market Pl.

ROUTE 161. BARNSELEY TO HUDDERSFIELD.

(Via Cawthorne.)

Miles from Huddersfield	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
18 $\frac{1}{4}$	Barnsley	...	...	Route 160 to fork at 2 m., where bear <i>L.</i> up hill, through Barugh-Green, and immediately on leaving, steep, rough, and winding descent. Thence undulating road, with varying surface, to Cawthorne.
16 $\frac{3}{4}$	Fork	2		
15 $\frac{3}{4}$	Barugh-Green	$\frac{1}{2}$		
	↓			

Route 161. **BARNSELY TO HUDDERSFIELD**—*continued.*

Miles from Huddersfield	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
14 $\frac{1}{4}$	Cawthorne	1 $\frac{1}{2}$	4	On entering village bear <i>r.</i> , and in 50 yds. take a very awkward turn <i>l.</i> and descend a sudden steep and winding hill, with bad surface. Rising ground past Cannon Hall Park, and $\frac{1}{2}$ m. from Cawthorne at cross-roads keep <i>r.</i> , and in another $\frac{3}{4}$ m. (d.p.) near brickworks <i>r.</i> again; $\frac{1}{4}$ m. further short but winding and dangerous descent, bending <i>l.</i> , followed by level run over brook. Thence bend <i>r.</i> up a winding hill, followed by a good undulating road to Nether Denby. At d.p. keep <i>r.</i> up hill to cross-roads at Dunkirk, where keep straight forward, and in 1 m. pass under rly. viaduct, the road from Wakefield joining in on <i>r.</i> in $\frac{1}{2}$ m.
	↓			
	↑	1 $\frac{1}{2}$		Gradient now becomes heavier to Cumberworth, where keep straight on over cross-roads (d.p.), and still rising to Sovereign Inn.
11 $\frac{3}{4}$	↑			
10 $\frac{1}{4}$	Denby Dale	2 $\frac{1}{2}$	8	Thence Route 147 to Huddersfield.
	(Railway Viaduct.)			
9 $\frac{1}{4}$	Cumberworth	1		
8 $\frac{3}{4}$	Sovereign P.H.	1	10	
	Huddersfield	8 $\frac{1}{4}$	18 $\frac{1}{4}$	

BARNSELY TO HUDDERSFIELD (VIA CAWTHORNE). *Reverse.*—Route 147 (reverse) to Sovereign Inn, where at cross-roads continue straight forward (*l.* Shepley, *r.* Penistone). Bear *r.* through Cumberworth, and after bend *l.*, bear *r.* under rly. viaduct (leaving Denby Dale village on *l.*); 1 $\frac{1}{2}$ m. further beware an extremely dangerous descent, commencing with easy gradient, and with danger unnoticeable until too late if any “way” has been allowed to get upon cycle. At foot bend *l.*, and entering Cawthorne, at d.p. bend *r.*, and take next turn *l.* Thence direct forward to junction with Route 160 (reverse), which follow to Barnsley.

ROUTE 162. WAKEFIELD TO DENBY DALE.

Miles from Denby Dale	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
11	Wakefield	...	...	Leaving Westgate, forward down Market Pl., cross Cattle Market, and along Thornes Rd., passing under rly. twice. Level run to Thornes, where cross canal and R. Calder, after which the surface improves somewhat through Dircar and Calder-grove. After passing British Oak P.H., steep rise of 1 $\frac{1}{2}$ m. through Bullcliffe Wood, crossing Barnsley—Huddersfield Road, then steep descent of 1 m. with a short rise and
	(Westgate.)			
10	Thornes.....	1		
8 $\frac{1}{2}$	Dircar	1 $\frac{1}{2}$		
7 $\frac{1}{2}$	Calder-grove	1		
6	↑			
	↓	1 $\frac{1}{2}$		

Route 162. WAKEFIELD TO DENBY DALE—*continued.*

<i>Miles from Denby Dale</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
3	Clayton-West	3		fall of $\frac{3}{4}$ m. to Park Mill. Thence a long gradual rise of $3\frac{1}{4}$ m., under rly. arch, through Scisset, to Denby Dale rly. viaduct. Good surface.
2	Scisset (Church.)	1		
	DENBY DALE (Railway Viaduct.)	2	11	$\frac{1}{4}$ m. further join Barnsley—Huddersfield (via Cawthorne) Road (Route 161).
	<i>Function with Route 161..</i>	$\frac{1}{4}$	11 $\frac{1}{4}$	

WAKEFIELD TO DENBY DALE. *Reverse.*—[$\frac{1}{4}$ m. W. of Denby Dale leave Huddersfield—Barnsley (via Cawthorne) Road by bearing *l.* at fork.] Direct forward road from Denby Dale to Wakefield, which enter by Thornes Rd., crossing Cattle Market, and up Market St. to Westgate.

ROUTE 163.

HUDDERSFIELD TO WAKEFIELD.

(Via Horbury.)

<i>Miles from Wakefield.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
13 $\frac{3}{4}$	Huddersfield... (Market Place.)	...	...	Leave Huddersfield by crossing canal and river at Shire Foot, then straight forward for 1 m., when bear <i>l.</i> , and again <i>l.</i> 1 m. further. Undulating road, with rising tendency; uneven surface.
9 $\frac{1}{2}$	Lepton	4 $\frac{1}{4}$	4 $\frac{1}{4}$	
8 $\frac{1}{2}$	Grange-Moor	1		Short steep rise and fall, and just beyond foot of hill bear <i>l.</i> (<i>r.</i> to Barnsley) over undulating road, with better surface. Steady descent to colliery level crossing near Overton.
5	Middlestown	3 $\frac{1}{2}$	8 $\frac{3}{4}$	
3 $\frac{3}{4}$	Calder Bridge	1 $\frac{1}{4}$		Keep straight on, then long steady fall through Middlestown to R. Calder, then forward, passing Horbury Sta. Uneven surface.
3 $\frac{1}{4}$	Horbury Railway Sta.	$\frac{1}{2}$	10 $\frac{1}{2}$	
2 $\frac{1}{2}$	Horbury	$\frac{3}{4}$		Rise through village, bearing <i>l.</i> at fork, and when almost through village undulating road to St. Michael's Church (on <i>l.</i>), up Westgate, to Wakefield Cathedral.
	Wakefield (Cathedral.)	2 $\frac{1}{2}$	13 $\frac{3}{4}$	

HUDDERSFIELD TO WAKEFIELD (VIA HORBURY). *Reverse.*—Proceed along Little Westgate, past Corn Exchange (on *l.*), down Westgate, under rly. br., and forward by beck (on *r.*) to junction of three roads. Bear *l.* past St. Michael's Church, and up rise past

Thornes Park gate (on *l.*) ; at fork keep *r.* and forward through Horbury to Horbury Rly. Sta., where bear *l.* over rly. br. and forward over Calder Br. and straight on (with telegraph wires) to Huddersfield.

ROUTE 164.

HUDDERSFIELD TO WAKEFIELD.

(Via Dewsbury.)

Miles from Wakefield.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
14½	Huddersfield...	...	...	Route 135 to Three Nuns P.H., where turn <i>r.</i> over good road to Mirfield. Excellent run to Ravens-thorpe, where turn <i>l.</i> over rough setts, under rly. br. up short hill, and over rough undulating road to Dewsbury.
10½	Three Nuns P.H.	4		
9½	Mirfield (Black Bull.)	1		
8¼	Ravensthorpe	1¼		Dewsbury is paved with very rough setts. Forward down Webster Hill (requiring care), along Wellington Rd., sharp <i>r.</i> down Nelson St., and <i>l.</i> down Daisy Hill to Market Pl. Up steep hill straight opposite for nearly 1 m., then short fall and rise, and long descent, and steep rise to Ossett.
6½	Dewsbury ... (Market Place.)	1½	8	
3	Ossett.....	3½	11½	Thence forward and under rly. br. at Flushdyke Rly. Sta., short rise, then long descent, with good macadam and dangerous colliery level crossing, passing St. Michael's Ch. (on <i>r.</i>) up Westgate to Wakefield Cathedral.
2½	Level Crossing.....	½		
	Wakefield (Cathedral.)	2½	14½	

HUDDERSFIELD TO WAKEFIELD (VIA DEWSBURY). *Reverse.*—Route 163 (reverse) to junction of three roads. Take centre road, having St. Michael's Ch. on *l.*, and straight forward to Dewsbury Market Pl. After crossing same bear *l.* up Daisy Hill, and *r.* up Nelson St., then *l.* along Wellington Rd., and *r.* up Webster Hill. Thence direct forward to Three Nuns Inn, where turn *l.* and follow Route 135 (reverse) to Huddersfield.

ROUTE 164A. WAKEFIELD TO ABERFORD.

Miles from Aberford.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
12¾	Wakefield (Cathedral.)	...	...	Proceed up past the Lunatic Asylum and an undulating run to Stanley, where there is a level

Route 164a. **WAKEFIELD TO ABERFORD**—*continued.*

<i>Miles from Aberford.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
9 $\frac{1}{2}$	Stanley (Level Crossing.)	3		crossing; still undulating to Oulton, $\frac{1}{2}$ m. from which there is a steep winding hill needing care.
	↓	1 $\frac{1}{2}$		
7 $\frac{3}{4}$	Oulton	$\frac{1}{2}$	5	At d.p. keep straight on (L. to Leeds), in 1 m. cross R. Aire, then rising to Swillington Church (L.), and in 1 $\frac{1}{2}$ m. cross Leeds and Selby Road, and in another mile cross rly. at Church Garforth Sta. Good surface.
5 $\frac{3}{4}$	Swillington Church ...	2		
2 $\frac{3}{4}$	Church Garforth (Railway Station.)	3	10	Thence mostly level but poor roads, towards Aberford, 1 m. from which join Great North Road and keep to L., gradually falling to Aberford.
	ABERFORD (Swan Hotel.)	2 $\frac{3}{4}$	12 $\frac{3}{4}$	

WAKEFIELD TO ABERFORD. *Reverse.*—1 m. from Aberford (d.p.) bear to r. and at Oulton (d.p.) keep straight on up the hill and forward to Wakefield.

ROUTE 165. DEWSBURY TO HALIFAX.

<i>Miles from Halifax.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
12 $\frac{1}{4}$	Dewsbury	...	...	Route 164 (reverse) past Three Nuns Inn to Obelisk, where turn r. over undulating road, ending in good level run to Brighouse.
8 $\frac{1}{4}$	Three Nuns P.H.	4		
8	Obelisk	$\frac{1}{4}$		Forward up Commercial St. (paved) and at end keep L. uphill (r. to Keighley), then short rise and fall with paving at foot. Gently undulating road with fair surface to Elland.
6	Brighouse	2	6 $\frac{1}{4}$	
	↓	$\frac{1}{2}$		Keep on N. side of river, pass Woodside Corn Mills, and at Calder and Hebble Inn keep straight forward. Cross canal, and steep ascent up Salterhebble Hill. After crossing rly. proceed straight up the hill, and after $\frac{1}{2}$ m. of level road turn L. at top of next descent into Halifax.
3	Elland	2 $\frac{1}{2}$	9 $\frac{1}{4}$	
1 $\frac{1}{2}$	↑ Salterhebble Post Office.)	1 $\frac{1}{2}$		
	Halifax	1 $\frac{1}{2}$	12 $\frac{1}{4}$	

DEWSBURY TO HALIFAX. *Reverse.*—Leaving by Commercial St. and Skircoat Moor Rd. to Salterhebble, at $\frac{1}{2}$ m. further keep L. at Calder and Hebble Inn, and after passing along Commercial St. in Brighouse, keep r. at Round House Inn, and forward to junction with Huddersfield road at the obelisk, where turn L. and follow Route 164 to Dewsbury.

ROUTE 166. BRADFORD TO BATLEY.

Miles from Batley.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
7½	BRADFORD (Town Hall.)	...	...	Bear <i>r.</i> round Town Hall, up Wakefield Rd., and forward to top of Dudley Hill, where bear <i>r.</i> at d.p. ("to Dewsbury"). Long downhill run through Birkenshaw. Fair surface. Just below Peacock Inn turn <i>l.</i> , then indifferent road, generally better at the sides, through Birstall, where follow tramlines to Carlinghow; stone paving begins. ½ m. further turn <i>r.</i> up Wilton St. to Town Hall, Batley.
5	↑ Dudley Hill	2½	4	
3½	Birkenshaw	1½		
1½	Birstall	2		
¾	Carlinghow	¾		
	Batley (Town Hall.)	¾	7½	

BRADFORD TO BATLEY. Reverse.—At foot of Wilton St. turn *l.*, keep to tramlines through Birstall, and turn sharp *r.* after passing Halfway House Inn at Birkenshaw (d.p.), then forward to Bradford, turning *l.* at foot of Bridge St. to Town Hall.

ROUTE 167. BATLEY TO WAKEFIELD.

Miles from Wakefield.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total	
7	Batley (Town Hall.)	...	...	Forward up Greaves Rd. and over level crossing ; cross Leeds Road at old toll-bar, and forward through Chidswell to junction with Dewsbury and Wakefield Road at Ossett Street Side. Steady descent past Flying Horse Inn, and under rly. br. ; after short rise and steep descent, with colliery rly. crossing at foot, then long steady descent with slight breaks to Wakefield. Fair surface. Forward past rly. sta. to Cathedral.
6½	Level Crossing.....	½	3	
6	Toll-bar	½		
3	Ossett	3		
	↓			
2½	Level Crossing.....	½	7	
	Wakefield (Cathedral.)	2½		

BATLEY TO WAKEFIELD. Reverse.—Forward past sta., and long steady climb, ending in short run down. Keep *r.* at fork at Flying Horse Inn, Ossett, turn sharp *r.* at Chidswell, and take first turn *l.* and forward through Batley to Town Hall.

ROUTE 168. BRADFORD TO WAKEFIELD.

(Via Dewsbury.)

<i>Miles from Wakefield.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-medi-ate.</i>	<i>Total.</i>	
16 $\frac{3}{4}$	BRADFORD	...	...	Route 166 to Batley, but keep straight forward instead of turning up Wilton St., then undulating run, with bad uneven surface, to Dewsbury. Enter by Northgate to Market Pl., where turn <i>l.</i> , and leave by road on <i>l.</i> of Town Hall.
9 $\frac{1}{4}$	Batley	7 $\frac{1}{2}$		
5 $\frac{2}{3}$	Dewsbury	3 $\frac{1}{2}$	11	Keep to <i>r.</i> at fork just after, and forward over poor undulating road to Ossett, where bear <i>r.</i> and follow Route 167 to Wakefield.
	(Town Hall.)			
4	Ossett.....	1 $\frac{3}{4}$		
	Wakefield	4	16 $\frac{3}{4}$	

BRADFORD TO WAKEFIELD. Reverse.—Route 167 (reverse) to Flying Horse Inn, Ossett, where bear *l.* to Dewsbury. Straight on over Market Pl., turning sharp *r.* at far corner, along Northgate, and forward to Batley. Thence forward by Route 166 (reverse).

ROUTE 169. EAST RETFORD TO MALTBY.

<i>Miles from Maltby.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-medi-ate.</i>	<i>Total.</i>	
13 $\frac{1}{2}$	EAST RETFORD.....	...	...	Route 1 to Barnby-Moor, where leave the Great North Road, and then almost immediately turn <i>r.</i> Good gravel road, slightly undulating, to Blyth.
10 $\frac{1}{4}$	Barnby-Moor	3 $\frac{1}{4}$		
7 $\frac{1}{4}$	Blyth	3	6 $\frac{1}{4}$	Cross village green and turn <i>l.</i> at the upper end. Good run down to R. Idle, after crossing which the road is more undulating and somewhat rough to Oldcoates.
4 $\frac{1}{2}$	Oldcoates	2 $\frac{3}{4}$	9	
2 $\frac{1}{4}$	Stone Green	2 $\frac{1}{4}$	11 $\frac{1}{4}$	Long rough ascent from the village, then $\frac{1}{2}$ m. level with fair surface, after which slightly undulating and very rough to within $\frac{1}{4}$ m. of Maltby, when a short steep descent, with a sharp turn at foot, leads into the village, joining the road Bawtry to Rotherham at right angles.
	↑ MALTBY .. ↓	2 $\frac{1}{4}$	13 $\frac{1}{2}$	

EAST RETFORD TO MALTBY. Reverse.—Leave the village by road to S. (E. Bawtry, W. Rotherham), and straight forward to Blyth, entering which bear *l.*, then turn *r.*, and take *l.*-hand road to Barnby-Moor. Thence, joining Great North Road, follow Route 1 (reverse) to East Retford.

ROUTE 170. BAWTRY TO ROTHERHAM.

Miles from Rotherham	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
15	BAWTRY	...	...	Entering the main street from the S., take first turn <i>l.</i> Easy ascent, followed by sharp descent to Spital-hill, where keep straight forward over cross-roads to Tickhill. Good surface.
12 $\frac{1}{2}$	Spital-hill	2 $\frac{1}{2}$		
11 $\frac{1}{4}$	Tickhill	1 $\frac{1}{4}$	3 $\frac{3}{4}$	At the Cross turn <i>l.</i> , and $\frac{1}{4}$ m. further <i>r.</i> up steep hill, followed by sharp descent; keep <i>l.</i> at foot (<i>r.</i> to Stainton, 1 $\frac{1}{4}$ m.). Rather hilly road, chiefly ascending for 1 m. with some sharp gradients through Maltby Wood, then undulating, with rising tendency, and a descent to Maltby, continuing downhill through the village. Fair surface.
6 $\frac{3}{4}$	Maltby	4 $\frac{1}{2}$	8 $\frac{1}{4}$	Level for 1 m., with rough surface, then a steep ascent, followed by a short level stretch and a further ascent to Bramley. Bad surface.
4 $\frac{1}{4}$	Bramley.....	2 $\frac{1}{2}$	10 $\frac{3}{4}$	Keep <i>l.</i> at Travellers' Inn; long steady rise to Wickersley. Uneven surface, and in dry weather loose and sandy.
3 $\frac{1}{2}$	Wickersley	$\frac{3}{4}$	11 $\frac{1}{2}$	The road continues rough, and descends a series of short hills, keeping <i>r.</i> at 1 $\frac{1}{4}$ m. (<i>l.</i> to Sheffield). Long and rather steep descent to Wellgate, entering Rotherham. Keep straight on along College St. to the Town Hall. Granite paving through the town; rough but rideable.
	Rotherham..... (Town Hall.)	3 $\frac{1}{2}$	15	

BAWTRY TO ROTHERHAM. Reverse.—Proceed up College St. and keep straight forward, thence a direct road to Maltby, where keep straight on. Entering Tickhill turn *l.*, then *r.* at the Cross, and a direct forward road to Bawtry.

ROUTE 171. ROTHERHAM TO BARNSELEY.

Miles from Barnsley.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
13 $\frac{1}{4}$	Rotherham..... (Town Hall.)	...	...	Leave by Bridgegate, and cross bridge over R. Don, then turn sharp <i>r.</i> and bear <i>l.</i> Steady rise with bad lumpy surface, for 2 m. Turn <i>l.</i> on leaving Netherhaugh, from which the surface improves and road is fairly level and undulating skirting Wentworth Park on <i>l.</i> Turn <i>r.</i> into town.
11 $\frac{1}{4}$	Greasborough	2		
10 $\frac{1}{4}$	Netherhaugh	1		

Route 171. **ROTHERHAM TO BARNSELY**—*continued.*

<i>Miles from Barnsley.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
8	Wentworth	2½	5½	Keep <i>l.</i> from the town, and after ½ m. level, dangerous descent, steep and narrow, with sharp turns. 2 m. further join Sheffield—Barnsley Road, and turn <i>r.</i> Thence as detailed in Route 150.
		½		
6	Function with Sheffield Road.....	1½	7½	
	Barnsley	6	13½	

ROTHERHAM TO BARNSELY. *Reverse.*—Route 150 to 6 m., when turn sharp *l.* to Wentworth. Bear *l.* from the village, then keep *r.*; entering Rotherham turn sharp *l.* over river into Bridgiate, and bear *l.* to Town Hall.

ROUTE 172. SHEFFIELD TO BAWTRY.

<i>Miles from Bawtry.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
21½	SHEFFIELD	...	...	Route 173 to Tinsley, and directly after passing over the rly. and canal bridges, turn sharp <i>r.</i> (forward to Rotherham). Easy rise through Tinsley, with fair surface. Thence undulating for 1 m. followed by long easy descent to Canklow Mill. Indifferent surface.
17½	Tinsley (Railway Bridge.)	4		
15½	Canklow Mill	2½	6½	Cross R. Rother and turn <i>r.</i> Undulating run, mostly rising, with fair surface, gradually becoming loose and “rutty.” Then a few short sharp hills, mostly ascents. At 1½ m. cross Killamarsh—Rotherham Road, and long easy rise to 1½ m. further, where Rotherham—Bawtry Road is joined. Bear <i>r.</i> and follow Route 170 (reverse) to Bawtry.
14½	Crossing of Killamarsh— Rotherham Road	1½		
12¾	Function with Rotherham Road.....	1½		
	BAWTRY	12¾	21¾	

SHEFFIELD TO BAWTRY. *Reverse.*—Route 170 to 1½ m. beyond Wickersley, where bear *l.* at foot of a hill. Then straight forward to Canklow Mill, where turn *l.* and cross R. Rother. Through Tinsley village keep *l.*, and on joining main road just beyond bear *l.*, and follow Route 173 to Sheffield.

ROUTE 173. SHEFFIELD TO DONCASTER.

Miles from Doncaster.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
18 $\frac{3}{4}$	SHEFFIELD (Parish Church.)	...	...	Proceed down High St. and Market Pl., to $\angle$ down Waingate, cross R. Don at the foot by Lady's Br., and along the Wicker to Wicker rly. arch (a). Directly after passing under same keep $\angle$ up Spital-hill. Take first turn r . along Carlisle St. (forward to Barnsley) and follow it to the end. Then bear r ., pass under rly. br., and take first turn $\angle$ following tramlines for 200 yds. Then take first turn r ., cross R. Don, and along Mill Lane, which leads on to the main Rotherham road, on reaching which turn $\angle$. Flint setts and macadam surface. Thence forward to Tinsley.
14 $\frac{3}{4}$	Tinsley	4	4	Cross rly. and canal bridges and keep straight through village. Very bad macadam to br. over R. Rother, thence flint setts, into Rotherham. Slightly undulating road.
13	Rother Bridge	1 $\frac{3}{4}$		
12	Rotherham	1	6 $\frac{3}{4}$	After passing P.O., bear r . to High St. At the foot turn $\angle$ and take first turn r ., then bear slightly r . again. Level for 1 $\frac{1}{2}$ m. then slight ascent and descent to Dalton Brook. Indifferent surface.
9 $\frac{3}{4}$	Dalton Brook	2 $\frac{1}{4}$	9	After ascending a long and very steep hill, the surface improves, with easy undulations to Horton-Roberts. Short steep rise through the village, followed by a long easier ascent, with indifferent surface. Thence short level, followed by rise and long descent to Conisborough. Fair macadam.
8 $\frac{3}{4}$	↑ Thrybergh	1		
7 $\frac{1}{4}$	↑ Horton Roberts	1 $\frac{1}{2}$		
5	Conisborough	2 $\frac{1}{4}$	13 $\frac{3}{4}$	Slight rise from the village, then almost level road with slight downward tendency, and fair surface to Doncaster.
2 $\frac{1}{2}$	Warmsworth	2 $\frac{1}{2}$		
1 $\frac{1}{2}$	Balby.....	1		
	Doncaster	1 $\frac{1}{2}$	18 $\frac{3}{4}$	

SHEFFIELD TO DONCASTER. Reverse.—Leave the town by St. Sepulchre Gate, and follow main road to Dalton Brook. 1 m. beyond keep r . at fork and forward to Rotherham. Bear $\angle$, then r . up High St., and at the top bear $\angle$, and $\frac{1}{4}$ m. further keep r . at fork. At $\frac{1}{2}$ m. beyond Tinsley rly. br., where flint setts and tramlines commence, turn abruptly r . (a) along Mill Lane, and after crossing R. Don turn $\angle$ following tramlines for 200 yds. Then take first turn on r ., pass under rly. br., and immediately after take first turn $\angle$ (Carlisle St.) and follow to the end. Then descend Spital-hill, pass under rly. arch and follow Wicker, then up Waingate and High St. to Parish Church.

NOTE.—(a). The route given above, although $\frac{1}{2}$ m. further, is much better than the main road, which is as follows:—At Wicker rly. arch keep straight forward, bearing slightly to r . Where the tramlines divide, keep to r -hand line along Tinsley Rd., through Attercliffe to Tinsley. Bad flint setts throughout to tram terminus. *In reverse*, keep straight forward at tram terminus, instead of turning r . along Mill Lane, and follow tramlines all the way to end of Wicker, then up Waingate and High St. to Parish Church.

ROUTE 174. DONCASTER TO BARNESLEY.

<i>Miles from Barnsley.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
15	Doncaster	...	...	Cross rly. on level at the end of Frenchgate, and cross canal. Then bear <i>l.</i> (<i>r.</i> to Selby) and at $1\frac{1}{2}$ m. bear <i>l.</i> (<i>d.p. r.</i> to Ferrybridge). Fairly good road, chiefly ascending to Marr. There is a toll-gate at Scawsby, free to cyclists.
12 $\frac{1}{2}$	Scawsby.....	2 $\frac{1}{2}$		
11	Marr	1 $\frac{1}{2}$	4	
8 $\frac{1}{2}$	Hickleton	2 $\frac{1}{2}$		Undulating road, with good surface, to Hickleton. Sharp descent from the village, then good, easy running for 3 m., and a further descent under rly. into Darfield (requiring care).
	↓			
5	Darfield.....	3 $\frac{1}{2}$	10	Keep <i>r.</i> from village; good road, mainly rising for 2 m., then an awkward descent, requiring great care, into Ardsley.
	↓			
2 $\frac{1}{2}$	Ardsley	2 $\frac{1}{2}$	12 $\frac{1}{2}$	Level through village, towards the end of which, by a chapel on <i>r.</i> , the road suddenly bends <i>l.</i> and descends a rather dangerous hill, steep and often rough, to Stairfoot Rly. Sta. Then steep ascent to top of Red Hill from which there is a descent to Measborough Dyke, followed by an easy rise into Barnsley. Good surface.
	↓			
2	Stairfoot Railway Sta.	$\frac{1}{2}$		
	↑			
	Barnsley	2	15	
	(Market Place.)			

DONCASTER TO BARNESLEY. Reverse.—From Market Pl. pass May-Day Green on *l.* and keep straight forward, bearing *l.* at fork, and thence direct road to Doncaster.

ROUTE 175. DONCASTER TO WAKEFIELD AND BRADFORD.

<i>Miles from Bradford.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
33	Doncaster	...	...	Proceed over G.N. level crossing and forward over canal and R. Don brs., at fork keep to <i>l.</i> (<i>r.</i> to Askern and Selby) to Red House, taking road to <i>l.</i> at fork (<i>r.</i> to Pontefract and Ferrybridge), up narrow undulating road, over rly. br., hence to Hampole.
28	Red House	5		
26	Hampole	2	7	
25 $\frac{1}{2}$	Little John's Well	$\frac{1}{2}$		Turn to <i>r.</i> down hill and over rly. br. (G.N.), then to <i>l.</i> up Hampole Hill (rough and stony road), past Little John's Well on <i>r.</i> Road still narrow and slightly rising past cross-roads and forward to North Elmsall, turning sharp to <i>l.</i> through village, and then to <i>r.</i> ; forward over

Route 175. DONCASTER TO WAKEFIELD AND BRADFORD—continued.

Miles from Bradford.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
23½	North Elmsall	2½		rly. br., road slightly rising for 1½ m., then descent and under rly. br. (road often bad here), and rise bearing to L. past cross-roads (r. to Pontefract, L. to Hemsworth and Barnsley) to Ackworth Moor Top (Boot and Shoe Inn on L.).
19¾	Ackworth Moor Top (Boot and Shoe Inn.)	3½	13½	Thence downhill and up over Bracken Hill Common to Wragby; through village, bearing L. by park wall, past Nostell Priory gates on r., over the lake, up short hill to Foulby, and past Old Bar house, and downhill run past Crofton Dam, and uphill past Crofton Cock Inn on L. (road on r. to Pontefract), and downhill past sta.
17½	Wragby	2½		Under rly. br. (L. & Y. R.) and up over Mid. Rly. Br. at Oakenshaw, then over Heath Common, through Agbrigg and Belle Vue to br. over Calder at Wakefield (granite setts); bear L., then r. up Kirkgate (under rly. br.), rising to corner turn L., sharp rise to Cathedral.
17¼	Foulby	¼		Bear r. at West End, up Northgate (stone setts) past Grammar School on r. (good macadam road), follow wires to Newton Old Bar House <i>only</i> , then turn round to L. (r. to Leeds), then sharp to r., down and up short hill, over br. (colliery lines), steep undulating road, bearing to r. at fork, and under rly. br. at Wrenthorpe.
15¾	Crofton	1½	17¾	Gentle ascent past Prophet Wroe's Mansion (on left), bear to L. up next rise, and r. at hill entering East Ardsley, and r. on leaving; forward past Tingley and cross-roads (r. to Leeds, L. to Dewsbury); forward through village, bear r. and forward to Gildersome and Adwalton; fair surface but much traffic.
15	Heath Common	¾		Turn r. at foot of village to Drighlington, and gradual ascent to top of Westgate Hill; forward to tramlines, and follow through Dudley Hill, then long descent over granite and stone setts, keeping r. at curve down Wakefield Rd., over rly. br., on Bridge St. Town Hall on L.
13½	Wakefield	1¾	19¾	
	(Cathedral.)			
12½	Newton Old Bar House ..	¾		
11¾	Wrenthorpe ...	¾	21¼	
11¼	Prophet Wroe's Mansion ..	½		
10¼	East Ardsley	I		
8½	Tingley	1¾		
6	Gildersome	2½		
5	Adwalton	I	28	
4	Drighlington	I		
2¾	Westgate Hill	1½		
1½	Dudley Hill	1¼		
	BRADFORD	1½	33	
	(Town Hall.)			

DONCASTER TO WAKEFIELD AND BRADFORD. *Reverse*.—Leave by Bridge St. and Wakefield Rd.; follow tramlines at terminus, bear L. at fork through Drighlington, Adwalton, Gildersome; bear r. at Tingley and L. on entering East Ardsley. On approaching Wakefield turn sharp to L. and then r., and follow telegraph wires down Northgate, past Cathedral, then L. down Kirkgate and r. at corner; bear L. after passing under

rly. br., over R. Calder, *l.* at fork, forward down hill at Crofton Cock, on past Nostell Priory; approaching North Elmsall turn *l.* through village, then *r.* to Red House and Doncaster.

ROUTE 176. DONCASTER TO PONTEFRACT AND LEEDS.

<i>Miles from Leeds.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
27½	Doncaster	...	...	Route 1 to fork 1¼ m. past Robin Hood's Well, where turn sharp <i>l.</i> down fairly steep hill, then long easy rise and fall, with deteriorating surface on second portion, followed by slightly undulating bad road through East Hardwick.
19¾	<i>Fork on North Road</i> ↓	7¾		
15½	East Hardwick	4¼	12	Surface then improves, and after passing under Midland Rly. Br., long easy ascent to junction with Barnsley Rd. on <i>l.</i> Steep, short, winding descent into Pontefract, where turn <i>r.</i> along Ropergate to St. Giles' Church.
13¼	Pontefract..... (St. Giles' Church.)	2¼	14¼	Turn <i>l.</i> at Beast Fair before reaching church to Corn Market, in which bear <i>l.</i> to Front St., then forward past Tanshelf Rly. Sta. (all sett-paved). Wide, level, but bumpy road to Houghton, leaving which keep to <i>l.</i> (<i>r.</i> to Castleford), and to level rly. crossing, then rise and fall to Methley Br. over R. Calder. Improving surface to Methley.
11¼	Houghton	2		
10½	<i>Level Crossing</i>	¾		
9	Methley Bridge	1½		
7½	Methley.....	1½	20	
5¼	Oulton	2¼		Bear round to <i>r.</i> on leaving village, over bumpy level road to Oulton, where keep to <i>l.</i> at fork (<i>r.</i> to Aberford) up long ascent. Long fall and rise, then uneven level road to Hunslet, where join Barnsley Rd. and follow Route 150 to Leeds.
2	Hunslet	3¼		
	LEEDS	2	27½	
	(Briggate.)			

DONCASTER TO LEEDS. Reverse.—Route 150 (reverse) to fork at tram terminus at Hunslet, where bear *l.*, and follow telegraph wires to Pontefract. Continue down Front St. and Corn Market to Beast Fair where turn *r.*, and at end, turn *r.* along Ropergate. Bear *l.* and forward up Mill Hill, and at top, *l.* at fork, and follow telegraph wires to Doncaster.

ROUTE 177. PONTEFRACT TO ABERFORD.

Miles from Aberford.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
10	PONTEFRACT	...	...	Route 176 to Houghton, leaving which keep to <i>r.</i> down easy slope to Castleford. A little way after passing under rly. arch turn <i>r.</i> and cross river. Thence a perfectly straight road over all cross-roads, with good surface and fairly level, to junction with North Road, whence rather steep descent into Aberford.
8	Houghton	2		
7	Castleford	1½		
1½	Junction with North Road	6½		
	↓			
	ABERFORD	1½	10¾	
	(Swan Hotel.)			

PONTEFRACT TO ABERFORD. Reverse.—Keep straight forward at triple fork, after leaving Aberford (*l.* Ferrybridge, *r.* Wakefield) d.p., and forward over all cross-roads until after crossing river into Castleford, when turn *r.* under rly. arch, and forward to Houghton. Bear *l.* into village, and follow Route 176 (reverse).

ROUTE 178. BARNSELEY TO PONTEFRACT.

Miles from Pontefract.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
14	Barnsley	...	...	Leaving Market Pl. by Pontefract Rd., easy descent through Hoyle Mill, then short rise and fall past Burton Grange. Good surface.
	(Market Place.)			
12¾	Hoyle Mill	1½		
12¼	Burton Grange.....	½	1¾	
10	Upper Cudworth ...	2¼		
8½	Brierley	1¾		Undulating road, with gentle rise through Upper Cudworth, followed by level, and short rise into Brierley. Keep round to <i>l.</i> on leaving village (<i>r.</i> to Doncaster), and downward run to Hemsworth. Poor surface.
6½	Hemsworth	2	7¾	
4	Ackworth Moor Top	2½		
2¾	Low Ackworth... ↓	1½		
	↓			
	PONTEFRACT	2¾	14	Bear <i>l.</i> through village, then undulating run to Ackworth Moor Top. Forward over cross-roads (<i>l.</i> Wakefield, <i>r.</i> Doncaster), and short steep descent to Low Ackworth. Winding road through village, and at end keep <i>r.</i> , and at fork a little further turn sharp <i>l.</i> , thence long undulations to junction with Doncaster Rd., and descend to Pontefract. Fair macadam surface.
	(St. Giles' Church.)			

BARNSELEY TO PONTEFRACT. Reverse.—Proceed up Ropergate, and bear *l.* up Mill Hill, and at top of hill take first turn *r.*, and *r.* again at next fork. At top of hill out of Low Ackworth bear *l.*, forward over cross-roads, and entering Hemsworth turn sharp *r.*, not descending hill. Entering Brierley turn sharp *r.*, and *r.* again at Cudworth after passing under rly. br. Straight forward up hill at Burton Grange, and into Barnsley.

ROUTE 179. PONTEFRACT TO SNAITH.

<i>Miles from Snaith.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
14	PONTEFRACT (St. Giles Church.)	...	...	Leaving St. Giles Ch. on <i>l.</i> , keep forward along Horse Market and Micklegate. Turn <i>l.</i> and bear <i>r.</i> along Northgate; then forward, passing All Saints' Ch. on <i>r.</i> , over level road, crossing Great North Road, to Knottingley. Straight on to Town Hall, where turn <i>r.</i> , then <i>l.</i> , then <i>r.</i> over canal. Forward over cross-roads at Egborough (<i>l.</i> Selby, <i>r.</i> Doncaster), through Mensall, to Snaith. Level run, usually good, but stony.
11	Knottingley (Town Hall.)	3		
7	Egborough (Horse and Jockey.)	4		
4	Mensall	3		
	SNAITH	4	14	

PONTEFRACT TO SNAITH. *Reverse.*—Direct road to canal at Knottingley, after crossing which turn *l.*, then *r.* then *l.* past Town Hall. At Pontefract turn *r.* at end of Northgate, and forward along Micklegate and Horse Fair to St. Giles Ch.

ROUTE 180. BAWTRY TO SELBY.

(Via Thorne.)

<i>Miles from Selby.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
29	BAWTRY	...	...	Keep <i>r.</i> at end of main street, and pass under rly. br. by the sta.; $\frac{1}{2}$ m. further bear <i>l.</i> to Austerfield. Almost level road, good surface. The road continues almost level, with rather sandy surface, but good running except in very dry weather or after heavy rain.
28 $\frac{1}{2}$	Bawtry Railway Sta... (G.N.R.)	$\frac{1}{2}$		
27 $\frac{1}{2}$	Austerfield	1	1 $\frac{1}{2}$	
25	Finningley	2 $\frac{1}{2}$		
24 $\frac{1}{2}$	Blaxton Railway Sta... (G.N.R.)	$\frac{1}{2}$		
24	Blaxton Railway Sta., (G.E.R.)	$\frac{1}{2}$		At end of village bear <i>l.</i> , and at Green Tree Inn turn <i>r.</i> Thence very good running to Thorne. Short of the town, where the road goes under M. S. & L. Rly., the road from Doncaster joins on <i>l.</i> Keep <i>r.</i> and cross R. Don. Turn <i>l.</i> in the town, and keep straight up main street to the sta. Thence good level road, running parallel to R. Don, to New Bridge. After crossing canal the road continues level, but is rather rough and stony for 1 m., when turn <i>l.</i> at fork (<i>r.</i> to Howden), after which a good level run to Snaith.
18 $\frac{1}{2}$	Hatfield Woodhouse	5 $\frac{1}{2}$	10 $\frac{1}{2}$	
18	Green Tree P.H.....	$\frac{1}{2}$		
15	Thorne	3	14	
10 $\frac{1}{2}$	New Bridge	4 $\frac{1}{2}$	18 $\frac{1}{2}$	

Route 180.

BAWTRY TO SELBY—*continued.*

Selby.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total	
7½	Snaith	3	21½	Turn <i>r.</i> in the town, and cross rly. on level at the sta. ; ½ m. further cross Carlton Br. (½ d. toll). Level road, loose sandy surface to Selby, just before reaching which is a level crossing. The town is paved with cobbles.
7	Carlton Bridge.....	½		
5¼	Carlton	¾		
5	Camblesforth	1¼		
	SELBY	5	29	

BAWTRY TO SELBY. Reverse.—Leave the town by Park St., opposite the Abbey, and keep straight forward to Snaith. Turn *l.* in the town, and after 2 m. bear *r.* at fork. Leaving Thorne, take first turn *r.* after leaving the Market Pl., and cross river; then keep *l.* to where the road goes under M. S. & L. Rly., where bear *l.* at fork (d.p.). At Green Tree Inn bear *l.* and follow road through village, keeping straight forward to Bawtry.

ROUTE 181. DONCASTER TO HULL.

Hull.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate	Total	
3¾	Doncaster	...	...	Leave the Great North Road by turning <i>r.</i> past Christ Church and forward over moderately good macadam road to Little Sandal. Following the highway pass Edenthorpe on <i>r.</i> , and undulating run with improving surface to Hatfield.
5½	Little Sandal	2¼		
5¼	Edenthorpe	1¼		
3¾	Park Lane.....	1½		
1¾	Hatfield.....	2	7	At fork in centre of village turn <i>r.</i> , and on leaving village the road forks, both routes leading direct to Thorne. That on the left is the shorter, but has only a poor surface; that to <i>r.</i> (the old road) leads through Bearswood Green, and is recommended as the better surface of the two. Both roads are direct and unmistakable, and meet again on entering Thorne, the streets of which are very badly asphalted. Bear <i>l.</i> under M. S. and L. Rly. Br., cross canal, and turn <i>l.</i> to Market Pl.
3¾	Thorne	3	10	
	(Market Place.)			Route 180 (a) to 1 m. beyond New Bridge where turn <i>r.</i> (<i>l.</i> to Snaith), and forward to Rawcliffe. Poor surface.
4½	New Bridge	4½		Turn <i>r.</i> entering the town and keep straight on, the road following the R. Aire for ¾ m. Then bear off to <i>r.</i> , fairly good surface. At 2½ m. turn sharp <i>l.</i> whence rough and stony into Airmyn.
2	Rawcliffe	2¼	16¾	

Route 181.

DONCASTER TO HULL—continued.

Miles from Hull.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
28 $\frac{3}{4}$	Airmyn	3 $\frac{1}{4}$	20	Follow road to <i>r.</i> from village (by the river) then <i>L.</i> at next turn to Booth-Ferry.
28	Booth-Ferry	$\frac{3}{4}$	20 $\frac{3}{4}$	Cross ferry (fare, passenger 2d., cycle 2d., no charge for return journey the same day) and bear to <i>r.</i> , then to <i>L.</i> Slightly undulating and rough surface. At 1 m. turn <i>r.</i> and $\frac{1}{2}$ m. further <i>L.</i> into Howden. Howden is paved with cobbles.
25 $\frac{1}{2}$	Howden	2 $\frac{1}{2}$	23 $\frac{1}{4}$	Forward through town, and at fork $\frac{1}{4}$ m. beyond keep <i>r.</i> (<i>L.</i> to Scarborough). The road is, generally, bad, but fair at the sides; quite level, and traversing an uninteresting country.
20	Gilberdike	5 $\frac{1}{2}$		
18 $\frac{1}{2}$	River Bridge	1 $\frac{1}{2}$		
15 $\frac{1}{2}$	North-Cave	3	33 $\frac{1}{4}$	Turn sharp <i>r.</i> in village, then keep <i>L.</i> to cross-roads $1\frac{1}{2}$ m. further, where turn sharp <i>r.</i> over rly. br. to South-Cave, slight rise into village. Undulating road, with better surface.
13 $\frac{1}{4}$	South-Cave	2 $\frac{1}{4}$	35 $\frac{1}{2}$	Keep straight on; rough stony surface. Undulating run for 2 m. when turn sharp <i>L.</i> to Elloughton.
10 $\frac{1}{2}$	Elloughton	2 $\frac{3}{4}$		Then easy road, gradually rising with fairly good surface to Welton. Bear <i>L.</i> into village.
9 $\frac{1}{4}$	Welton	1 $\frac{1}{4}$	39 $\frac{1}{2}$	Leave church on <i>L.</i> and ascend steep hill, after which a fair undulating road to Ferriby. In the village turn sharp <i>L.</i> up a long hill (the more direct road into Hull, via Hessle, a continuation of the road from Ferriby, is not recommended).
8	Ferriby	1 $\frac{1}{4}$		At top of hill out of Ferriby turn <i>r.</i> and again <i>r.</i> at next turning. Undulating road, with fair surface, and long descent to Anlaby. On approaching the village, at cross-roads, turn <i>L.</i> and almost immediately <i>r.</i> , the road from York joining on <i>L.</i>
4	Anlaby	4	44 $\frac{3}{4}$	Thence as in Route 202 to Hull.
	HULL	4	48 $\frac{3}{4}$	

DONCASTER TO HULL. Reverse.—Route 202 to Anlaby. Just beyond the village turn sharp *L.*, then take first turn *r.*; 2 $\frac{1}{4}$ m. further turn *L.* to Ferriby, to which is a long dangerous descent. Turn sharp *r.* in village, and entering Welton bear *L.*, and turn *r.* at end of street, then keep *r.* to Elloughton. At cross-road $\frac{3}{4}$ m. on turn *r.*, and $\frac{1}{2}$ m. beyond South-Cave turn *L.* to North-Cave, where turn *L.* entering village. Thence direct road to $\frac{1}{2}$ m. beyond Howden, when turn *L.* to Booth Ferry. Cross R. Ouse (fares, passenger 2d., cycle 2d.), and take first turn *r.* after landing, to Airmyn. Turn *L.* from village, and *r.* 1 m. further. Turn *L.* leaving Rawcliffe, and $\frac{1}{2}$ m. after passing under rly. br. turn *L.* again and straight on to Thorne. Forward along Grimsby Rd., and turn *r.* over canal and forward under rly. br.; at fork bear *r.* (*L.* to Bawtry) and at next fork either road leads to Hatfield (that on *r.* being a little shorter, but the other has a better surface). In centre of Hatfield turn *L.*, thence direct forward to Doncaster.

ALTERNATIVE ROUTE.

DONCASTER TO HULL.

(Via Goole.)

Miles from Hull.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
5 1 $\frac{1}{4}$	Doncaster	...	...	Route as above to Airmyn, leaving which bear <i>r.</i> (<i>l.</i> to Booth Ferry) and forward over winding and indifferent but level road to Goole, passing rly. sta. and along Booth Ferry road.
31 1 $\frac{1}{4}$	Airmyn	20		
29 1 $\frac{1}{2}$	Goole	1 3 $\frac{1}{4}$	21 3 $\frac{1}{4}$	Forward along North St. for $\frac{1}{4}$ m., then follow river for $\frac{1}{2}$ m. (river on <i>r.</i>) under rly. br., and $\frac{3}{4}$ m. beyond same turn sharp <i>r.</i> for 50 yds. then <i>l.</i> through Hook. $\frac{3}{4}$ m. past village turn <i>r.</i> , and follow riverside for 200 yds. to ferry (2d. each for cycle and passenger, this including return fare). Leaving ferry road bends <i>l.</i> and is then straight to Howden. Entering village keep <i>r.</i> then <i>l.</i> to church, where Hull road is joined. Indifferent surface, and perfectly level throughout
27 1 $\frac{1}{2}$	Hook	2		
26 3 $\frac{1}{4}$	Ferry	3 $\frac{1}{4}$		
25 1 $\frac{1}{2}$	Howden	1 1 $\frac{1}{4}$	25 3 $\frac{1}{4}$	Thence as above to Hull.
	HULL	25 1 $\frac{1}{2}$	51 1 $\frac{1}{4}$	

DONCASTER TO HULL (VIA GOOLE). *Reverse.*—Route as above (reverse) to Howden Church. Proceed along Hailgate, turn sharp *l.* and straight on to Howden Dyke Ferry (charges, see above), thence forward through Hook to Goole along the river side. Turn *l.* up North St. and leave by Booth Ferry Rd. (passing rly. sta.). On reaching junction with road from Booth Ferry bear *l.* into Airmyn, thence as in main route.

NOTE.—(a) An "Alternative" may be secured here by taking the following:—From Market Pl. take first turn *r.* down Fields Rd., then *l.* down John-a-Moor-Long Rd., and proceed parallel with Don river for $\frac{1}{2}$ m. After crossing br. forward by L. and Y. Rly. Sta. (gates) to Rawcliffe. Bad surface; distance the same.

ROUTE 182. DONCASTER TO SCARBOROUGH

Miles from Scarborough.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
72 1 $\frac{1}{2}$	Doncaster	...	...	Route 181 to Howden, leaving which bear <i>l.</i> (<i>r.</i> to Hull), cross rly. on level, and follow road to Holme; level but poor surface.
49 1 $\frac{1}{4}$	Howden	23 1 $\frac{1}{4}$		
47 1 $\frac{1}{2}$	Level Crossing	1 1 $\frac{1}{2}$		Keep to <i>r.</i> , road from Selby joining on <i>l.</i> Slight rise, then a descent, followed by level road with improving surface.
40 1 $\frac{1}{4}$	Holme-on-Spalding-Moor...	7 1 $\frac{1}{2}$	32 1 $\frac{1}{4}$	
36 1 $\frac{1}{4}$	Market-Weighton	4	36 1 $\frac{1}{4}$	
				At the end of Holme Rd. bear <i>r.</i> along the Market Pl. till near the church, then turn <i>l.</i>

Route 182. **DONCASTER TO SCARBOROUGH**—continued.

<i>Miles from Scarboro'.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
34 $\frac{3}{4}$	↑ ⌘			along Londesborough Rd., and pass over level crossing. Keep straight on for 1 m., then turn sharp <i>r.</i> at cross-roads and ascend a rather steep hill. Road is very indifferent for next 2 $\frac{1}{2}$ m., after which it improves and is very good running, with one easy fall and rise and long gradual descent to Middleton, becoming steeper towards the village.
28 $\frac{3}{4}$	↓ Middleton-on-the- Wolds.....	7 $\frac{1}{2}$	43 $\frac{3}{4}$	Bear slightly <i>l.</i> at foot and ascend past church. $\frac{1}{2}$ m. beyond village turn <i>l.</i> at d.p.; almost level road with an easy descent at 1 m. $\frac{1}{4}$ m. short of Bainton, road from Beverley joins on <i>r.</i> ; turn sharp <i>l.</i> to the village, then <i>r.</i> , and then <i>l.</i> again. Long rise, passing church on <i>r.</i> At cross-roads, in $\frac{1}{2}$ m., turn <i>r.</i> downhill to Kirkburn. The sudden turns of the road about this village are a little awkward. On approaching village turn <i>r.</i> past church (on <i>l.</i>), then sharp <i>l.</i> downhill, turning <i>r.</i> again into the village. At Battleburn turn sharp <i>l.</i> and almost immediately <i>r.</i> , then good level road past Killeythorpe, at $\frac{1}{2}$ m. beyond which turn <i>l.</i> on joining the road from Beverley. Pass over level crossing; at the sta. just beyond turn sharp <i>l.</i> into Great Driffield.
26 $\frac{3}{4}$	Bainton	2		Follow the main street past the church and turn <i>r.</i> at end of town, then bear slightly <i>l.</i> Good road, gradually rising for 4 m., thence undulating, chiefly downhill, the descent becoming steeper with some very sharp curves, requiring extreme care, to Langtoft.
24 $\frac{3}{4}$	Kirkburn	2		
24 $\frac{1}{2}$	Battleburn.....	$\frac{1}{4}$		
22 $\frac{1}{2}$	Killeythorpe.....	2		
20 $\frac{3}{4}$	Great Driffield	1 $\frac{3}{4}$	51 $\frac{3}{4}$	
14 $\frac{3}{4}$	↑ ⌘ Langtoft	6	57 $\frac{3}{4}$	Steep ascent from the village past Maidens' Cottages. The road is little used, consequently has not a good surface. Keep straight forward; long descent to Foxholes, followed by a steep climb through the village, and beyond turning first <i>r.</i> , then <i>l.</i> ; rather rough surface. At the end of the ascent, 1 m. beyond the village, at Ganton Dale House, is a short steep descent, dangerous, and bearing <i>r.</i> , after which the road again ascends by a steep gradient, followed by a long steady rise; then undulating, with upward trend to the top of Staxton Hill. The descent is very dangerous, being rough and stony, and very tortuous. At the foot join York Road and bear <i>r.</i> to Staxton.
10 $\frac{3}{4}$	↑ ⌘ Foxholes	4		Thence as detailed in Route 116 to Scarborough.
9 $\frac{1}{2}$	↑			
7 $\frac{1}{2}$	Staxton Hill.....	2 $\frac{1}{4}$		
7	Staxton	$\frac{1}{2}$	65 $\frac{1}{2}$	
	Scarborough...	7	72 $\frac{1}{2}$	

DONCASTER TO SCARBOROUGH. *Reverse.*—Route 116 (reverse) to just beyond Staxton, when turn *l.* uphill; and forward to Langtoft. At the end of the village turn *r.* and on to Great Driffeld, entering which turn *r.*, then *l.* into main street. At end of same turn sharp *r.* at rly. gates, and a little further over level crossing. After crossing a stream take first turn *r.* At Kirkburn, after passing church, turn *l.*, and $1\frac{1}{2}$ m. further turn *l.* at cross-roads to Bainton. After passing church turn *r.*, then *l.*, and bear *r.* at fork just beyond. Thence keep *r.* at next d.p. to Middleton, and at d.p. beyond village keep forward (d.p. "To Londesborough") for $5\frac{1}{2}$ m., when turn sharp *l.* at foot of a steep descent. In Market Weighton, having passed church, turn sharp *r.* in Market Pl., then keep *l.* along Holme Rd. In Holme-on-Spalding-Moor bear *l.*, passing village on *r.*, then straight on for 4 m., when bear *l.* at fork to Howden. Thence Route 181 (reverse) to Doncaster.

ROUTE 183. HOWDEN TO SELBY.

Miles from Selby.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
11	HOWDEN (Bridge Street.)	...	...	Proceed along Bridge St. from C.T.C. headquarters for 100 yds., then turn <i>r.</i> , and 200 yds. further <i>r.</i> again (d.p.). In another 100 yds. keep <i>l.</i> over level rly. crossing, then level road, with bad surface, to Loftsholme Bridge (toll $\frac{1}{2}$ d.).
9	Newsholme	2		
8	Loftsholme Bridge	1	3	Keep straight forward, surface continues indifferent, and follow road to Cliff, when turn sharp <i>r.</i> , and bear <i>l.</i> at $\frac{1}{4}$ m. over rly. br. to Lund.
6	Hemingborough	2		
$4\frac{1}{2}$	Cliff.....	$1\frac{1}{2}$		
3	Lund	1	$7\frac{1}{2}$	Keep straight on over a second rly. br. to Osgodby, where turn <i>l.</i> to Barlby, where <i>l.</i> again. Thence good level run into Selby.
$2\frac{1}{2}$	Osgodby	1		
$1\frac{1}{2}$	Barlby	$\frac{3}{4}$		
	SELBY	$1\frac{3}{4}$	11	

HOWDEN TO SELBY. *Reverse.*—Leave Selby by New St. and br. over R. Ouse (toll $\frac{1}{2}$ d.). In Barlby turn *r.* (d.p.) to Osgodby, when turn *r.* again through Lund to Cliff. Here turn *r.*, and *l.* at end of town, thence forward through Hemingborough to Howden.

ROUTE 184. FERRYBRIDGE TO TADCASTER.

(Via Sherburn.)

Miles from Tadcaster.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
12	FERRYBRIDGE.....	...	...	Cross R. Aire by a steep br., and ascend a long hill; at top, by Fox Inn, keep <i>r.</i> (<i>l.</i> to Aberford). Pass Brotherton village on <i>l.</i> , and

Route 184. **FERRYBRIDGE TO TADCASTER**—*continued.*

<i>Miles from Tadcaster.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
11	Brotherton	1		descend, after a short level stretch, to Burton Salmon Sta.; rough surface, but gradually improving.
9 $\frac{3}{4}$	Burton Salmon Rly. Sta. (N. E. R.)	1 $\frac{1}{4}$	2 $\frac{1}{4}$	Long gradual rise, followed by an easy descent to crossing of Leeds—Selby Road; thence undulating, with fair surface.
7 $\frac{1}{4}$	South Milford	2 $\frac{1}{2}$		
6	Sherburn	1 $\frac{1}{4}$	6	Steep ascent through the town; then fairly level for 2 m., after which a gentle rise through Towton, followed by a descent to rly. br. Then another slight rise, and a good run down towards Tadcaster, thence level into the town. Rough neglected road, particularly in the last 3 m.
	↑			
4 $\frac{1}{2}$	Barkston	1 $\frac{1}{2}$		
2 $\frac{1}{2}$	Towton	2		
	TADCASTER	2 $\frac{1}{2}$	12	

FERRYBRIDGE TO TADCASTER. *Reverse.*—Bear *L.* from the town, and keep straight forward to Sherburn. Thence direct road to Brotherton, where bear *r.* downhill to R. Aire, after crossing which turn *L.* into Ferrybridge.

ROUTE 185. SELBY TO TADCASTER.

<i>Miles from Tadcaster.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
13 $\frac{1}{2}$	SELBY	...	...	Proceeding by York Rd. turn sharp <i>L.</i> just before reaching river, then forward to Wistow. Winding but easy run, with moderate surface, deteriorating in latter portion.
10 $\frac{1}{2}$	Wistow	3	3	Bear <i>L.</i> in village and keep <i>r.</i> on leaving, then forward, level road bearing slightly <i>r.</i> then <i>L.</i> into Cawood (over br. to York via Stillingfleet, 10 $\frac{1}{2}$ m.). Keep straight through village, winding road to Ryther, and forward to Ulleskelf bearing <i>r.</i> , then <i>L.</i> into village. Rough surface.
8 $\frac{1}{2}$	Cawood	2		
6 $\frac{3}{4}$	Ryther	1 $\frac{3}{4}$		
4	Ulleskelf	2 $\frac{3}{4}$	9 $\frac{1}{2}$	Passing over rly. by level crossing, keep straight forward over slightly undulating road for 2 m., and upon joining main road from Ferrybridge turn <i>r.</i> , steady descent, in about a mile turn <i>r.</i> into Tadcaster. Good surface.
	TADCASTER	4	13 $\frac{1}{2}$	

SELBY TO TADCASTER. *Reverse.*—Forward to 2nd m.s., where turn *L.* just before main road crosses rly., then forward through Ulleskelf, Ryther, and Cawood to Wistow, where bear *L.* and *r.* and then straight on to Selby.

ROUTE 186. SELBY TO MARKET WEIGHTON.

Miles from Market Weighton.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
18	SELBY	...	...	Leave the town by New St. and cross R. Ouse (toll $\frac{1}{2}$ d.). Good level road to Barlby, where keep straight forward (<i>r.</i> to Howden). $\frac{3}{4}$ m. further, where three roads meet, turn <i>r.</i> and cross rly. br., thence direct road, level and with good surface. Cross br. over R. Derwent (toll $\frac{1}{2}$ d.) into village.
16	Barlby	2		
12	North Duffield	4		
10 $\frac{1}{2}$	Bubwith.....	1 $\frac{1}{2}$	7 $\frac{1}{2}$	Follow road, good surface and level to Holme-on-Spalding Moor, where the road from Howden joins, on <i>r.</i>
8 $\frac{1}{2}$	Harlthorpe	2		
7 $\frac{1}{2}$	Foggathorpe.....	1		
4	Holme-on-Spalding Moor	3 $\frac{1}{2}$	14	Thence as detailed in Route 182 to Market Weighton.
	MARKET WEIGHTON	4	18	

SELBY TO MARKET WEIGHTON. Reverse.—Route 182 (reverse) to Holme, where keep straight on, leaving Howden Rd. on *l.*, and forward through Bubwith and over Bubwith Br. (toll $\frac{1}{2}$ d.). After crossing next rly. br. just before Barlby turn sharp *l.* on br. approach; then straight forward to Selby. Cross R. Ouse, into town, by br. (toll $\frac{1}{2}$ d.)

ROUTE 187.

SOUTH-CAVE TO MARKET WEIGHTON.

Miles from Market Weighton.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
7 $\frac{1}{2}$	SOUTH-CAVE	...	...	Cross rly. br., and straight road, almost level, with indifferent surface. At $\frac{1}{2}$ m. keep <i>r.</i> (<i>l.</i> to Howden) and forward to South Newbald.
4 $\frac{1}{2}$	South Newbald	3	3	
4	North Newbald	$\frac{1}{2}$		Bear <i>l.</i> and pass North Newbald on <i>r.</i> Fairly good gravel road, slightly downhill through Sancton, thence undulating with downward tendency to Market Weighton. Good surface.
2 $\frac{1}{4}$	Sancton	1 $\frac{3}{4}$		
	MARKET WEIGHTON	2 $\frac{1}{4}$	7 $\frac{1}{2}$	

SOUTH-CAVE TO MARKET WEIGHTON. Reverse.—Leave the town by High St., turning *r.* down Southgate, and keep *l.* at fork. Thence direct road passing South Newbald, where keep *r.*, to South-Cave.

ROUTE 188. HULL TO WITHERNSEA.

Miles from Withernsea	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
20	HULL	...	...	Leave by the North Br., after crossing which turn <i>r.</i> down Great Union St., and past Drypool Ch. Granite setts beyond the br. for $\frac{1}{2}$ m., then rough macadam to Marfleet; level.
17 $\frac{1}{4}$	Marfleet	2 $\frac{1}{2}$	2 $\frac{1}{2}$	The road continues straight and level; rough stony surface. Passing Hedon on <i>r.</i> , forward to Ottringham; approaching the church the road turns <i>r.</i> , then <i>l.</i>
14 $\frac{3}{4}$	Hedon	2 $\frac{3}{4}$		
12 $\frac{1}{4}$	Thorngumbald	2		
9 $\frac{3}{4}$	Keyingham	3		
8	Ottringham	1 $\frac{1}{4}$	12	Leave the church directly behind; level crossing in 1 m. After passing the small wood behind the White Hall, Winestead, turn <i>r.</i> The road curves <i>l.</i> after crossing rly. on level near Winestead Rly. Sta., and <i>r.</i> near Patrington Rly. Sta. Good surface; almost level road.
6	Winestead	2		In the town keep <i>l.</i> ; good easy running. In Hollym turn <i>r.</i> by the church, then <i>l.</i> at next turn to Withernsea.
4 $\frac{1}{2}$	Patrington	1 $\frac{1}{2}$	15 $\frac{1}{2}$	
2	Hollym	2 $\frac{1}{2}$		
	WITHERNSEA	2	20	

HULL TO WITHERNSEA. *Reverse.*— $\frac{1}{2}$ m. S. of rly. sta. bear *r.*; entering Hollym turn *r.*, and *l.* by the church. Turn *r.* in Patrington and follow main road, which turns sharp *l.* near Patrington Rly. Sta., which is left on *r.* $\frac{1}{2}$ m. after crossing line on level at Winestead turn *l.*, and forward by direct road to Hull.

ROUTE 189. HULL TO SPURN HEAD.

Miles from Kilnsea.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
24 $\frac{1}{4}$	HULL	...	...	Route 188 to Patrington.
8 $\frac{3}{4}$	Patrington (Church.)	15 $\frac{1}{2}$	15 $\frac{1}{2}$	Keep straight forward to end of street, where turn <i>r.</i> , joining telegraph wires (which continue to Kilnsea) at foot of slope, and forward, keeping <i>l.</i> at Welwick Ch., to Weeton, where bear <i>r.</i> and <i>l.</i> with telegraph wires. Just before reaching Skeffling turn <i>r.</i> at cross-roads, then straight through village, following wires to Easington. Entering village turn <i>r.</i> past church, and straight on with wires to Kilnsea. Easily undulating road to Easington, thence level with indifferent surface.
6 $\frac{3}{4}$	Welwick (Church.)	2		
5 $\frac{1}{4}$	Weeton	1		
4 $\frac{1}{4}$	Skeffling	1 $\frac{1}{2}$		
2 $\frac{1}{2}$	Easington	1 $\frac{3}{4}$		

Route 189. **HULL TO SPURN HEAD**—*continued.*

Miles from Kilnsea.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
	Kilnsea	2½	24¼	(From Kilnsea, Spurn Head may be visited by a 4 m. tramp over the sands by a raised causeway).
	SPURN HEAD			

HULL TO SPURN HEAD. Reverse.—Forward to Easington, where turn *L.* with telegraph wires on leaving village; in Skeffling keep straight forward over cross-roads; in Weeton bear *r.* and *L.*, still following wires until just before entering Patrington, where leave them at fork and turn *r.* to church. Thence by Route 188 (reverse) to Hull.

ROUTE 190. KILNSEA TO WITHERNSEA.

Miles from Withernsea.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
9½	KILNSEA	...	...	Straight forward level road to Easington; keep straight on at end of village instead of turning <i>L.</i> , and in 1 m., on nearing coast, turn <i>L.</i> and forward bearing <i>r.</i> at Southfield House to Out Newton. Leaving village turn <i>L.</i> , and entering Holmpton bear <i>L.</i> , then straight forward to Withernsea. Moderately undulating road, with indifferent surface.
7	Easington	2½		
5½	Southfield House	1½		
5	Out Newton	¾		
3½	Holmpton	1½		
	WITHERNSEA	3½	9½	

KILNSEA TO WITHERNSEA. Reverse.—Leaving by road to S., keep *L.* at first fork, and straight on to Holmpton, where bear *r.* at inn; turn *r.* into Out Newton, and at Southfield House turn *L.* at fork, and turn sharp *r.* on reaching coast. Then straight forward through Easington to Kilnsea.

ROUTE 191. WITHERNSEA TO HORNSEA.

Miles from Hornsea.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
17	WITHERNSEA	...	...	Proceeding northwards along main street rise gently to Cliff Farm. Here take the path at the edge of the cliff on <i>r.</i> of farm (a), for about 20
16½	Cliff Farm	½		

Route 191. **WITHERNSEA TO HORNSEA**—*continued.*

<i>Miles from Hornsea.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
15½	Waxholme Mill	1		yds., and join the road again on the other side of the house. The road is more or less hilly past Waxholme Mill, where keep <i>l.</i> (d.p.), and Thirtle Br. on to Roos. Indifferent surface.
14½	Thirtle Bridge	1		
13	Roos	1½	4	Entering Roos, turn <i>r.</i> at d.p. by Post Office, then immediately <i>l.</i> ; joining the road from Patrington keep straight on at cross-roads after passing mill (on <i>l.</i>) The road now undulates persistently all the way. In ¼ m. pass through two gates, and descend to d.p., to Hilston, where keep straight on. Thence are some very sharp and awkward corners, but the road is unmistakable; keep straight on through Garton and Aldborough. Surface indifferent.
10¾	<i>D.P. Hilston</i>	2½		
9	Garton	1¾		
6½	Aldborough	2½	10½	At foot of hill leaving Aldborough bear <i>l.</i> , joining telegraph wires (which run to Hornsea), and 1 m. further, at d.p., turn <i>r.</i> Then straight forward to Hornsea, where pass under rly. br. and straight on down Southgate to church on <i>r.</i> Moderate surface.
2¾	Mappleton	3¾		
	HORNSEA	2¾	17	
	(Church.)			

WITHERNSEA TO HORNSEA. *Reverse.*—Leave Hornsea by Southgate, bear *l.* at fork and pass under rly. br., following telegraph wires, and straight forward to entrance to Aldborough, where leave wires and turn *r.* uphill. At two d.ps. in Aldborough bear *l.*, in Garton at fork keep *r.* (d.p.), and forward to d.p. to Hilston, where keep *r.* uphill. Pass through two gates at top, and forward past cross-roads, and ¼ m. further turn *l.* to the main street of Roos. On reaching same turn *r.*, and immediately *l.* at d.p. by Post Office. At Thirtle Br. keep *l.*, and *r.* at Waxholme Mill (d.p.) Just before Cliff Farm care should be taken, especially at night, as the road ends abruptly on the cliff, and without any warning, the only protection being light timber rails. Take narrow path on cliff side of farm (a) for about 20 yds., when the road to WitherNSEA is joined, then straight on to WitherNSEA.

NOTE.—(a) Carriages pass through the farmyard, and a toll of 3d. is extracted. Foot passengers and bicycles (but not tricycles) can use the path mentioned in text.

Route 192. **HULL TO ALDBOROUGH.**

<i>Miles from Aldborough</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
12	HULL	...	...	Route 193 to fork 2 m. beyond Mile-house, where bear <i>r.</i> through Bilton, ½ m. beyond which keep <i>l.</i> Poor surface; almost level.
8½	<i>Fork on Hornsea Road</i> ..	3½		
7½	Bilton	1		

Route 192. HULL TO ALDBOROUGH—*continued.*

	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
66	Wyton	1½	7½	Bear <i>r.</i> through village; at 1 m. follow road turning sharp <i>l.</i> to Flinton. Fairly level, with indifferent surface, which improves from Flinton. Follow road to <i>l.</i> forward to Aldborough.
44½	Sproatley	1¼		
22½	Flinton	2¼		
	ALDBOROUGH.....	2½	12	

HULL TO ALDBOROUGH. Reverse.—Just outside of Aldborough bear *r.*; leaving Sproatley keep *r.*, thence direct forward to junction with Hornsea Road; whence follow route 193 (reverse) to Hull.

ROUTE 193. HULL TO HORNSEA.

(Via Skirlaugh.)

	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
77¾	HULL	...	...	Leave by Charlotte St. and North Br., from which keep straight forward along Witham and Holder-ness Road, passing over level crossing at Southcoates Rly. Sta. "Bumpy" surface, and tramlines to Mile House, level.
61	Southcoates Rly. Sta....	1½	2	2 m. further keep <i>l.</i> at fork (<i>r.</i> to Aldborough); bad road, heavy and stony, to Skirlaugh. 1 m. before reaching village cross rly. on level at Skirlaugh Sta.
53	Mile House	½		
24	Ganstead	3½		
11	Coniston	½	8¾	After crossing a stream in 1 m. turn sharp <i>r.</i> to Rise; improving surface; then <i>l.</i> opposite entrance gates of Rise Park. Good running to Siggleshorpe.
54	Skirlaugh Railway Sta.	1½		
9	Skirlaugh	1¼		
6½	Rise	2½	14	Short easy descent from the village, at foot of which turn <i>r.</i> , joining road from Beverley (on <i>l.</i>). Rough road, skirting Mere into Hornsea.
33	Siggleshorpe	2¾		
24	Seaton	1		
	HORNSEA	2¾	17¾	
	(Church.)			

HULL TO HORNSEA. Reverse.—Leave by the road skirting N. side of Hornsea Mere. From Seaton take second turning to *l.* through Siggleshorpe, 2½ m. beyond which, opposite Rise Park gates, turn *r.* At next cross-roads, 1½ m. on, turn *l.* to Skirlaugh. Keep straight on over level crossing, and through Coniston. Bear *r.* on joining main road, and forward to Hull.

ROUTE 194. HULL TO HORNSEA.

(Via Routh and Leven.)

Miles from Hornsea.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
19½	HULL (Market Place.)	...	...	Leave Market Pl. by Whitefriargate, cross br., proceed along Savile St., Smeaton St., Bond St., Albion St., Prospect St., and follow r.-hand tramline up Beverley Rd. (a) to Newland, and at end of tramlines keep straight forward to Dunswell. Level but "bumpy" road. ¾ m. further, just past a windmill, take lane to r. through hamlet of Thearne to ferry over R. Hull (charge, 2d. for person and cycle, which includes return journey). Forward to Waghen (pronounced "Waun"), and turn r. at P.O. into village and in 50 yds. sharp l. round barn, up undulating lane with good surface. At 1¼ m. pass site of Meaux Abbey on l. Just after passing Routh Ch. main road is reached, when turn r. and follow Beverley—Hornsea Route (No. 196).
17½	Newland	2		
15	Dunswell	2½		
13¾	Thearne.....	1½		
12½	Waghen.....	1½		
8½	Routh.....	4	11	
	HORNSEA	8½	19½	

HULL TO HORNSEA (VIA ROUTH AND LEVEN). *Reverse.*—Beverley—Hornsea Route (No. 196 reverse) until just after passing Routh, when turn l. by church, down lane to Waghen. Sharp r. round to Waghen Ch. and in 150 yds. l. and over ferry to Thearne. Bear l. through hamlet, and r. ¼ m. after leaving, and l. ½ m. further. Thence direct forward road to Hull. On meeting tramline follow down Beverley Rd. (a), and proceed by Prospect St., Albion St., Bond St., Smeaton St., Savile St., over br., and along Whitefriargate to Market Pl.

NOTE.—(a) Whitefriargate and Albion St. are paved with wood, usually very worn; Savile St. and Smeaton St., indifferent macadam; Bond St., good cobbles; and Prospect St. and Beverley Rd., good macadam.

ROUTE 195. HULL TO BRIDLINGTON.

Miles from Bridlington	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
30	HULL	...	...	Route 193 to Mile House, after passing which turn l. along Sutton Lane to Sutton. Bear r., and level road to Waghen, where turn r., and forward, with fair surface, to Routh.
28	Mile House	2		
26½	Sutton	1½		
23½	Waghen..... (Wawne.)	2½		
19½	Routh.....	4½	10½	Here join Beverley—Hornsea Road (No. 196) and turn r. Good level road to Whitecross, when turn l. to Leven.
17½	Whitecross	1½		

Route 195. HULL TO BRIDLINGTON—continued.

Miles from Bridlington	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
16 $\frac{3}{4}$	Leven	1	13 $\frac{1}{4}$	Keep straight on (<i>r.</i> to Hornsea). Fairly good running to Brandsburton. Turn <i>r.</i> in village, then bear <i>L.</i> , crossing Driffeld—Hornsea Road, and $\frac{1}{2}$ m. further, at fork keep <i>L.</i> Fair surface and almost level to Beeford.
15	Brandsburton	1 $\frac{3}{4}$		
10 $\frac{1}{2}$	Beeford	4 $\frac{1}{2}$	19 $\frac{1}{2}$	Continue straight forward to Lissett, where turn <i>r.</i> and, just beyond, <i>L.</i> Fair surface.
8	Lissett	2 $\frac{1}{2}$		
7	Barmston	1	23	Just short of village turn <i>L.</i> ; undulating road with loose, sandy, and rutty surface to Carnaby. Pass over level crossing by Carnaby Sta., at $\frac{1}{2}$ m. short of village.
5	Fraisthorpe	2		
2 $\frac{1}{2}$	Carnaby.....	2 $\frac{1}{2}$	27 $\frac{1}{2}$	Here road from Driffeld joins on <i>L.</i> ; turn <i>r.</i> and follow Route 203 to Bridlington.
	BRIDLINGTON	2 $\frac{1}{2}$	30	

HULL TO BRIDLINGTON. *Reverse.*—Route 203 (reverse) to Carnaby, when turn sharp *L.* to rly. sta. and cross rly. on level. Follow road to Barmston, entering which turn sharp *r.* to Lissett; turn *L.* through village. Keep straight forward at Beeford. In Brandsburton turn *L.*, and keep straight on through Leven to Whitecross, when turn *r.* In Routh turn *L.* and follow road through Waghen to Sutton, where turn *L.* and on joining Hornsea Road, turn *r.* and Route 193 (reverse) to Hull.

NOTE.—The direct road out of Hull goes via Wilnington, and is $\frac{1}{2}$ m. shorter, but it is not recommended for cyclists, being laid with granite setts, and almost entirely devoted to heavy traffic.

ROUTE 196. BEVERLEY TO HORNSEA.

Miles from Hornsea.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
13	Beverley	...	...	Turn off main street at St. Mary's Church and proceed by Holderness Rd. Pass over level crossing at $\frac{1}{2}$ m. Almost level road, but poor surface to Routh, where road from Hull joins on <i>r.</i>
11	Hull Bridge	2		
10 $\frac{1}{2}$	Tickton	$\frac{1}{2}$		
8 $\frac{1}{2}$	Routh.....	2	4 $\frac{1}{2}$	Surface improves from Routh; turn <i>L.</i> at Whitecross, then good level road to Leven.
7	Whitecross	1 $\frac{1}{2}$		
6	Leven.....	1	7	Turn sharp <i>r.</i> after passing church (forward to Bridlington), level road, with good surface.
4 $\frac{1}{2}$	Catwick	1 $\frac{3}{4}$	8 $\frac{1}{2}$	Good running, with undulating road to Seaton, whence surface deteriorates. Keep straight on, the road skirting Hornsea Mere (on <i>r.</i>) to church.
2 $\frac{3}{4}$	Seaton	1 $\frac{3}{4}$		
	HORNSEA	2 $\frac{3}{4}$	13	
	(Church.)			

BEVERLEY TO HORNSEA. *Reverse*.—From the town proceed in a westerly direction, passing Hornsea Mere on *l.* In Leven turn sharp *l.* for a mile, then turn to *r.*, and keep straight forward to Beverley.

ROUTE 197. HORNSEA TO BRIDLINGTON.

<i>Miles from Bridlington</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
15 $\frac{3}{4}$	HORNSEA	...	...	Proceeding along Westgate W. from church take second turn to <i>r.</i> , over slightly rising gravel road, upon which a track may be found in fair weather. Straight forward through Atwick, and at road end 2 $\frac{3}{4}$ m. further turn <i>l.</i> in Skipsea. Near the end of the village, before reaching church, turn sharp <i>r.</i> and level run to Ulrome, in which turn <i>l.</i> at pond, and forward to junction with Hull Road just beyond Lissett. Bear <i>r.</i> and follow route Hull to Bridlington (No. 195). Indifferent surface.
	(Church.)			
14 $\frac{1}{4}$	Atwick Mill	1 $\frac{1}{2}$		
13 $\frac{1}{2}$	Atwick	$\frac{3}{4}$		
10 $\frac{1}{2}$	Skipsea	3		
9 $\frac{1}{4}$	Ulrome	1 $\frac{1}{4}$		
8	Lissett	1 $\frac{1}{4}$		
	BRIDLINGTON	8	15 $\frac{3}{4}$	

HORNSEA TO BRIDLINGTON. *Reverse*.—Bridlington to Hull (No. 195) to just before Lissett, where bear *l.* On reaching pond at Ulrome turn *r.*; turn *l.* through Skipsea, and *r.* $\frac{1}{4}$ m. beyond. Then direct forward to Hornsea, entering which turn *l.* and bear *r.* to church.

ROUTE 198.

BEVERLEY TO GREAT DRIFFIELD.

(Via Cherry Burton: For direct route see No. 199.)

<i>Miles from Great Driffield.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
16 $\frac{3}{4}$	Beverley	...	...	Leave by the North Bar. About 40 yds. of cobbles, then good road to Molescroft. Keep straight forward (<i>r.</i> to Leckonfield). Gentle rise and fall to second turn <i>l.</i> (cross-roads, forward to Driffield, <i>r.</i> to Leckonfield), and road leads into village of Cherry Burton. Good surface.
	(Market Cross.)			
15 $\frac{3}{4}$	Molescroft.....	1		At cross-roads turn <i>l.</i> , and in middle of village <i>r.</i> , cross rly. br., then good road, gradually descending to Etton.
13 $\frac{1}{2}$	Cherry Burton.....	2 $\frac{1}{4}$	3 $\frac{1}{4}$	
12 $\frac{1}{4}$	Etton	1 $\frac{1}{4}$	4 $\frac{1}{2}$	Turn <i>r.</i> into the village, and then sharp <i>l.</i> past the church up a slight rise; thence good undulating road, passing South Dalton and Holme on <i>l.</i> At 2 $\frac{1}{4}$ m., where road divides, keep <i>r.</i> downhill.
	(South Dalton 6 $\frac{1}{4}$ m.) (Holme 6 $\frac{1}{4}$ m.)			

Route 198. BEVERLEY TO DRIFFIELD—*continued.*

Miles from Great Driffield.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
9	Lund	3 $\frac{1}{2}$	7 $\frac{3}{4}$	Follow road through village, good easy running for 2 m. then a sharp descent. Turn <i>r.</i> on entering Bainton.
6	Bainton	3	10 $\frac{3}{4}$	Thence as detailed in Route 182 to Great Driffield.
	GREAT DRIFFIELD	6	16 $\frac{3}{4}$	

BEVERLEY TO DRIFFIELD (VIA CHERRY BURTON). *Reverse.*—Route 182 (reverse) to Bainton, from which turn *r.*, then *l.*, and straight forward. In Lund at end of village turn *l.*, then *r.*, and 2 m. further keep *r.* at fork, to Etton, into which turn *r.* and almost immediately *l.* to Cherry Burton, where forward, keeping to *l.* to Beverley.

ROUTE 199. GREAT DRIFFIELD TO HULL.

Miles from Hull.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
21	GREAT DRIFFIELD	...	...	Proceed along main street to rly. sta., where turn sharp <i>r.</i> ; rather "bumpy" macadam. In $\frac{1}{2}$ m. pass over level crossing, then keep <i>l.</i> (<i>r.</i> to Market Weighton), past Sunderlandwick Hall (on <i>r.</i>). Slight rise to Cranswick, when keep straight on, leaving village to <i>l.</i> After an easy descent, slight undulations throughout. Turn <i>l.</i> in Watton, then <i>r.</i> Good surface.
17 $\frac{1}{2}$	Cranswick	3 $\frac{1}{2}$		
15 $\frac{3}{4}$	Watton	1 $\frac{3}{4}$		
14 $\frac{1}{4}$	Beswick	1 $\frac{1}{2}$		
11 $\frac{3}{4}$	Scorbrough	2 $\frac{1}{2}$	9 $\frac{1}{4}$	
9 $\frac{1}{4}$	Molescroft	2 $\frac{1}{2}$		Very winding road, almost level, with good surface. Entering Molescroft is a slight rise; turn <i>r.</i> then <i>l.</i> into village. Thence straight forward to Beverley.
8 $\frac{1}{4}$	Beverley	1	12 $\frac{3}{4}$	Leave the town by Eastgate, leaving Minster to <i>r.</i> (a), and pass over level crossing, and keep straight forward. Turn <i>r.</i> at Gasworks into Hull Rd. Level; uneven macadam.
6 $\frac{1}{4}$	Woodmansey	2	14 $\frac{3}{4}$	Follow a broad road, which continues very uneven but level to Newland.
4 $\frac{1}{4}$	Dunswell	2		Here tramlines commence. Level and straight road, bearing <i>r.</i> at gasworks into Hull.
1 $\frac{3}{4}$	Newland	2 $\frac{1}{2}$	19 $\frac{1}{4}$	
	HULL	1 $\frac{1}{4}$	21	

GREAT DRIFFIELD TO HULL. *Reverse.*—Leave by Prospect St. (a), and a direct forward road to and through Beverley, which leave by North Bar. At Molescroft turn sharp *r.*, then *l.*; turn *l.* in Watton and *r.* at next turning, thence straight forward to Driffeld.

NOTE.—(a) This road from Beverley to Hull is generally very rough, although fair running may usually be had at the eastern side. A better route, though longer, is via Anlaby (see Route 202).

ROUTE 200.

GREAT DRIFFIELD TO HORNSEA.

Miles from Hornsea.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
17½	GREAT DRIFFIELD.....	...	...	At end of main street cross rly. on level by the sta. and turn sharp <i>l.</i> , and <i>r.</i> after ¼ m. Good road to within ½ m. of Wansford, when surface becomes rather rough.
14½	Wansford	3	3	Keep straight forward; winding road and rather uncomfortable riding to N. Frodingham. ½ m. short of village cross wooden br. over Frodingham Beck. Level.
11½	North Frodingham.....	3	6	At beginning of village keep <i>r.</i> ; gravel road with indifferent surface to Brandsburton.
6½	Brandsburton	5	11	Turn <i>l.</i> , and take road to south side of church, passing the church and rectory; turn sharp <i>l.</i> and sharp <i>r.</i> opposite the pond, and forward to Catwick Mill. Easy ascent and descent; turn <i>l.</i> to Seaton, and forward skirting Hornsea Mere. Level, but uneven.
4¾	Catwick Mill	1¾		
2½	Seaton	2¼		
	HORNSEA (Church.)	2½	17½	

GREAT DRIFFIELD TO HORNSEA. *Reverse.*—Forward past Hornsea Mere to Catwick Mill, where bear *r.* Keep *l.* from Brandsburton; at N. Frodingham turn *l.* and cross Frodingham Br. At Wansford keep straight forward, parallel with canal. Entering Driffeld turn sharp *l.* a few yards short of rly., then turn *r.* over level crossing by the sta. into main street.

ROUTE 201.

YORK TO HOWDEN.

Miles from Howden.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
1½	York (Minster, West front.)	...	...	Route 1 (No. 1 Alternative reverse) to Escrick.
5½	Escrick	6		At church on entering village bear <i>l.</i> (d.p.) up steep hill, passing Escrick Park (on <i>r.</i>). Poor

Route 201.

YORK TO HOWDEN—continued.

Miles from Howden.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total	
11 $\frac{1}{4}$	Skipwith	4 $\frac{1}{4}$		road forward to Skipwith. Turn <i>L.</i> at d.p. to N. Duffield (good surface), where pass school on <i>L.</i> and blacksmith shop on <i>r.</i> into Selby—Market Weighton Road. Turn sharp <i>L.</i> and follow this (with telegraph wires) over Bubwith Br. (R. Derwent)— $\frac{1}{2}$ d. toll, machine free—into Bubwith.
9 $\frac{3}{4}$	North Duffield	1 $\frac{1}{2}$		
8	Bubwith Bridge	1 $\frac{3}{4}$		
7 $\frac{3}{4}$	Bubwith	$\frac{1}{4}$	13 $\frac{3}{4}$	At cross-roads 1 m. from br., bear <i>r.</i> at d.p., and over rly. level crossing at Highfield Sta. At d.p. just beyond, bear <i>r.</i> and forward over Brighton Common, with occasionally bad surface, and straight on past Howden (N.E.R.) Sta. to Howden. Level, but indifferent surface.
7	Queen's Arms P.H. ...	$\frac{3}{4}$		
6 $\frac{3}{4}$	Highfield Railway Sta.	$\frac{1}{4}$		
4 $\frac{1}{4}$	Brighton Common	2 $\frac{1}{2}$		
1 $\frac{1}{4}$	Howden Railway Sta. (N.E.)	3		
	HOWDEN	1 $\frac{1}{4}$	21 $\frac{1}{2}$	

YORK TO HOWDEN. *Reverse.*—Leave Howden by road over rly. and forward to sta., then straight on to Queen's Arms Inn, where turn *L.* through Bubwith. At N. Duffield turn *r.* by blacksmith's forge, bear *r.* at Skipwith, and at Escrick join Route 1 (No. 1 Alternative) and follow to York.

ROUTE 202.

YORK TO HULL.

Miles from Hull.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total	
40 $\frac{3}{4}$	York	...	...	Leave the city by Foss Br. and Walmgate Bar on to the Hull Road. Good running to Grimston, where bear <i>r.</i> at d.p. Loose stony surface, but level, to Kexby.
38 $\frac{1}{4}$	Grimston	2 $\frac{1}{2}$		
34 $\frac{3}{4}$	Kexby	3 $\frac{1}{2}$	6	Cross R. Derwent; slightly undulating and improving surface to Wilberfoss, to which there is a slight descent.
32 $\frac{3}{4}$	Wilberfoss	2	8	At end of village bear <i>r.</i> and follow road to <i>L.</i> Fairly good and straight road to Market Weighton; level.
29 $\frac{3}{4}$	Barmby Moor P.H. ...	3		
26 $\frac{1}{4}$	Hayton	3 $\frac{1}{2}$		
23 $\frac{3}{4}$	Shipton	2 $\frac{1}{2}$		
21 $\frac{1}{4}$	Market Weighton	2	19	Follow main street through the town to fork, where bear <i>L.</i> (<i>r.</i> to South Cave). Good road, gradually rising for 2 $\frac{1}{2}$ m., after which chiefly descending for 2 m., with very good surface. At fork keep straight forward (<i>L.</i> to Great
17 $\frac{1}{2}$	↑	4		

Route 202.

YORK TO HULL—continued.

Miles from Hull.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
16	↑	↓	1 $\frac{3}{4}$	Driffield), thence an undulating road, with two sudden dips (which require care) and corresponding rises, and good run down into Bishop Burton.
14 $\frac{3}{4}$	Bishop Burton	1 $\frac{1}{4}$	26	Gentle descent for 1 m., then almost level. Pass racecourse on <i>l.</i> and turn <i>r.</i> into Beverley.
12	Beverley	2 $\frac{3}{4}$	28 $\frac{3}{4}$	Rough cobbles through the town; keep to <i>r.</i> , leaving the Minster on <i>l.</i> (The road to the <i>l.</i> is the shorter to Hull, via Woodmansey—see Route 199—but it is not a good road.) After passing through Westwood Gate, enter North Bar St.; turn <i>r.</i> under the archway up North Bar, pass St. Mary's Ch. on <i>l.</i> , and take left fork (a) through the Market Pl., Toll Gavel, Butcher Row, Wednesday Market, Highgate, and turn sharp <i>r.</i> on reaching the north porch of the Minster. To <i>l.</i> down St. John St., and <i>r.</i> down Keldgate, continuing to the end of the street, and bearing <i>l.</i> at fork; then straight forward with a gradual rise for 1 $\frac{1}{4}$ m. Then a short descent and steeper ascent, followed by a corresponding fall, after which it is undulating for 1 $\frac{1}{2}$ m. Then a long steep descent, with a corresponding climb, and after an undulating $\frac{1}{2}$ m. another descent, followed by steep ascent of Cottingham Castle Hill. Thence slight descent to Willerby. Good surface.
7 $\frac{1}{2}$	↑	↓	3 $\frac{1}{4}$	At $\frac{1}{2}$ m. sharp fall and rise, and $\frac{1}{2}$ m. further turn sharp <i>l.</i> to Anlaby.
7	↑ Cottingham	↓	1 $\frac{1}{4}$	Turn <i>r.</i> in village, then <i>l.</i> ; level road, with fair surface to Newington.
5 $\frac{1}{2}$	↑ Castle Hill.....	$\frac{1}{2}$	35 $\frac{1}{4}$	Here tramlines are met; level road with poor macadam into Hull.
4	Willerby	1 $\frac{1}{2}$	36 $\frac{3}{4}$	
2	Anlaby	1 $\frac{1}{2}$	38 $\frac{3}{4}$	
	Newington.....	2	40 $\frac{3}{4}$	
	HULL	2		

YORK TO HULL. Reverse.—Leave Hull by Anlaby Rd., passing Paragon Rly. Sta. on *r.* Just outside Anlaby turn *r.*, then keep *r.* to Willerby. At the top of the rise out of village the road turns abruptly *r.* and *l.*, then forward to Beverley, entering which turn *l.*, and at N. end of town *l.* again, passing racecourse on *r.* Keep straight on through Bishop Burton to Market Weighton. Here keep *r.* in main street, and follow main road. Turn *l.* entering Wilberfoss, then keep *l.*, and thence direct forward to York.

NOTE.—(a) A rather shorter route, but with inferior surface, out of Beverley from this point is to bear *r.* instead of *l.*, and pass up Lowgate to Keldgate, where turn *r.*, and proceed as above.

ROUTE 203. YORK TO BRIDLINGTON QUAY.

Miles from Bridlington Quay.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
43½	York	...	...	Leave the city by Foss Br. and Walmgate Bar; good running to Grimston, where keep <i>r.</i> along Hull Road for ¼ m., then turn <i>l.</i> opposite a large farmhouse, along a sandy lane for 120 yds., when the main road is rejoined; then turn <i>r.</i> (This detour avoids an exceedingly bad piece of road just beyond the fork at Grimston.) Indifferent surface for 1 m., then slight rise, followed by fair running, and quite level to Stamford Br.
41	Grimston	2½		
37½	Gate Helmsley	3½		
36	Stamford Bridge	1½	7½	
31½	↑ Garrowby Hill... ⌵	4½		The br. is steep and paved with cobbles. The road turns sharp <i>r.</i> on reaching the br., then sharp <i>l.</i> , after which bear <i>r.</i> , and again <i>l.</i> into the village. Thence a fair road with an easy rise and one steep bit about a mile from the foot of Garrowby Hill, a very stiff climb of 1½ m. Thence an undulating run over Huggate Wold, with occasional sharp falls and rises and downward trend to Fridaythorpe. Poor surface.
25	Fridaythorpe	6½	18½	
23½	↓ Fimber	1½		Turn <i>l.</i> into village, still descending. Keep <i>r.</i> at division of road up a short rise, then turn <i>l.</i> at d.p. (The direct road to Driffield, via Wetwang, by continuing straight forward at d.p.—see Route 204—is an uninteresting road, with bad surface in parts, and is not recommended.) Gradual descent after turning <i>l.</i> , with very awkward turns, requiring great care at Fimber. Continue downhill to rly. sta., when cross line on level. Thence a good surface, slightly uphill, with one sharp rise at 1½ m. beyond rly., to Sledmere (road from Malton joins on <i>l.</i>).
21½	↑			
20	Sledmere	3½	23½	
18½	↑ Sykes's Monument	1½		Keep straight on and ascend a steep hill. Then very good road and almost level, with one dip and rise just before Sykes's Monument. Thence a long run down into Garton, just before entering which the direct road from Wetwang joins.
15½	Garton	3½	28½	
14	↓ Emswell	1½		Short but awkward descent from the village, then an easy rise and good run down to Emswell. Sharp turn <i>r.</i> , followed by a still sharper turn <i>l.</i> requiring care by Emswell Hall; thence a good level road to Driffield, entering which turn very abruptly <i>r.</i> with main street.
12	Great Driffield	2	31½	
9¾	Nafferton	2¼		After passing Market Pl. turn <i>l.</i> just beyond the Bell Hotel. Broad level road, with good surface to Nafferton, when turn sharp <i>l.</i> and bear <i>r.</i> after ¼ m. Long gradual rise, then a descent and a further rise, the surface continuing very good to Burton Agnes.

Route 203. **YORK TO BRIDLINGTON QUAY**—*continued.*

<i>Miles from Bridlington Quay.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
5 $\frac{1}{2}$	Burton Agnes	4 $\frac{1}{4}$	38	Keep straight forward, level road and fair surface to Carnaby, where road from Hull joins on <i>r.</i>
4 $\frac{1}{2}$	Thornholme	1		
3 $\frac{3}{4}$	Haisthorpe	$\frac{3}{4}$		At 1 $\frac{1}{2}$ m. take first turning on <i>r.</i> down hill, pass over level crossing at foot to Bridlington Quay. (For Old Bridlington and junction with Scarborough Road keep straight forward at 1 $\frac{1}{2}$ m. instead of turning <i>r.</i> , and take next turn <i>r.</i> along Westgate to Market Pl., where Scarborough Road is joined.)
2 $\frac{1}{2}$	Carnaby.....	1 $\frac{1}{4}$	41	
	BRIDLINGTON QUAY	2 $\frac{1}{2}$	43 $\frac{1}{2}$	

YORK TO BRIDLINGTON QUAY. Reverse.—Keep *l.* along Bessingley Rd., and pass over level rly. crossing; at cross-roads $\frac{1}{2}$ m. further turn *l.* Entering Nafferton bear *l.*, then turn *r.* after $\frac{1}{4}$ m. Turn *r.* in Driffeld, and at end of town turn *l.* Keep *r.* at fork just beyond Garton (d.p.) to Sledmere, when keep bearing *l.* at the pond. Pass over level crossing by Fimber Sta.; entering Fridaythorpe bear *r.*, then turn *l.* and keep *r.* at end of village. From the village of Stamford Bridge bear *r.*, then *l.*, and *r.* again over the br., then bear *l.* At 3 m. beyond Gate Helmsley, and $\frac{1}{2}$ m. short of Grimston, turn sharp *l.* along a narrow lane for 120 yds., then turn sharp *r.* to Grimston, whence a direct forward road to York.

ROUTE 204. FRIDAYTHORPE TO GARTON.

<i>Miles from Garton.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
6 $\frac{1}{2}$	FRIDAYTHORPE	...	...	At d.p. just outside village keep straight on (<i>l.</i> to Sledmere); good downhill run for 1 $\frac{1}{2}$ m., then stony and poor surface.
3	Wetwang	3 $\frac{1}{2}$	3 $\frac{1}{2}$	
1 $\frac{1}{2}$	Level Crossing.....	1 $\frac{1}{2}$		At end of village turn sharp <i>r.</i> , then <i>l.</i> Long descent to level crossing at 1 $\frac{1}{2}$ m., requiring care. Thence gradual rise, bearing <i>r.</i> into Garton. Fair surface.
	GARTON	1 $\frac{1}{2}$	6 $\frac{1}{2}$	

FRIDAYTHORPE TO GARTON. Reverse.—Just beyond Garton, keep *l.* at fork (d.p.); entering Wetwang turn sharp *r.*, then *l.*, passing church (on *l.*), thence straight forward to Fridaythorpe.

ROUTE 205.

GREAT DRIFFIELD TO BROMPTON.

Miles from Brompton.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
18 $\frac{1}{4}$	GREAT DRIFFIELD.....	...	...	Take road direct N. from Driffield for 4 $\frac{1}{4}$ m., until just after the Roman road has been crossed, when turn <i>L.</i> , then rise past Cottam hamlet. Poor surface, which improves later with gradual descent, ending in steep fall into Weaverthorpe.
13 $\frac{1}{4}$	Cottam	5		
7 $\frac{3}{4}$	Weaverthorpe	5 $\frac{1}{2}$	10 $\frac{1}{2}$	Turn sharp <i>r.</i> into village, and at d.p. by pond bear <i>L.</i> uphill past church, then steep and dangerous descent down rough chalk road, and similar rise. $\frac{3}{4}$ m. further the road passes through a gap in the wolds, and takes dangerous drop into plain below, then rapid descent over fair surface to Sherburn.
	↑	↓	$\frac{1}{2}$	
6 $\frac{3}{4}$	↑	↓	1 $\frac{3}{4}$	
3 $\frac{3}{4}$	Sherburn	1 $\frac{3}{4}$	14 $\frac{1}{2}$	The York—Scarborough Road crosses here at right angles. Forward past church and sta., and on over level but indifferent surface to Brompton. Road rises to level crossing and turns to <i>r.</i> , and rising steeply through the village joins Pickering—Scarborough Road.
2 $\frac{3}{4}$	Sherburn Railway Sta.	1		
$\frac{1}{4}$	Level Crossing	2 $\frac{1}{2}$		
	BROMPTON.....	$\frac{1}{4}$	18 $\frac{1}{4}$	

GREAT DRIFFIELD TO BROMPTON. *Reverse.*—On leaving village turn *r.* at fork thence direct forward road to Sherburn. At fork just after leaving bear *L.* and on to Weaverthorpe, and at road-end bear *r.*, and *L.* after leaving village. After passing Cottam turn *r.* on reaching main road from Staxton and forward to Driffield.

ROUTE 206.

BRIDLINGTON TO SCARBOROUGH.

Miles from Scarboro'.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
17	BRIDLINGTON (a)..... (Market Place.)	...	...	Keep straight forward up White Hill; steep ascent over a spur of the Wolds, then long steady descent with level stretch and rise to Dotterel Inn. Good surface.
11 $\frac{1}{4}$	Dotterel P.H.	5 $\frac{3}{4}$	5 $\frac{3}{4}$	
10 $\frac{3}{4}$	Reighton	$\frac{1}{2}$		At inn (five road-ends) take second road on right to Reighton. Turn sharp <i>L.</i> into village, down very steep hill, and forward by undulating road to level rly. crossing at 2 $\frac{1}{2}$ m. $\frac{1}{2}$ m. further bear <i>L.</i> at fork (<i>r.</i> to Filey, 1 $\frac{1}{2}$ m.), and forward, leaving Muston on <i>L.</i> , over another level crossing at 5 m. and on to Gristhorpe. Rough surface.
8 $\frac{1}{4}$	Level Crossing..... (Filey 10 $\frac{3}{4}$ m.) (Muston 9 $\frac{1}{4}$ m.)	2 $\frac{1}{2}$		
6 $\frac{1}{4}$	Level Crossing.....	2		

Route 206. **BRIDLINGTON TO SCARBOROUGH**

—continued.

<i>Miles from Scarboro.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
5 $\frac{1}{4}$	Gristhorpe.....	1	11 $\frac{3}{4}$	Turn <i>r.</i> , and in $\frac{1}{4}$ m. <i>l.</i> , thence direct road to Scarborough. Up and down for 2 m., then steep ascent, after which undulating with charming scenery; several stiff climbs, then gradually descending past St. Martin's Ch. and South Cliff to rly. sta., Scarborough. Indifferent surface.
3	↑			
	Scarborough... (Railway Station.)	5 $\frac{1}{4}$	17	

BRIDLINGTON TO SCARBOROUGH. *Reverse.*—Leave rly. sta. by road leading past South Cliff and St. Martin's Church. Bear *r.* just before reaching Gristhorpe, and then *l.* (leaving village on *r.*), and in $\frac{1}{2}$ m. bear *r.* over level crossing (forward to Filey, $1\frac{1}{2}$ m.) and forward to Reighton. At top of village bear *r.* to Dotterel Inn. where take second road on *l.* in direction of rly. br., and forward to Bridlington.

NOTE.—(a) Bridlington Quay to Bridlington is 1 m. via Quay Rd., St. John St., and High St. to Market Pl.

ALTERNATIVE ROUTE.**BRIDLINGTON QUAY TO DOTTEREL INN.**

<i>Miles from Scarboro.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
19 $\frac{3}{4}$	BRIDLINGTON QUAY.....	...	...	Leave by the Promenade; good road past Convalescent Home, and under rly. arch. Take second turn to <i>l.</i> at $\frac{1}{2}$ m. to a black windmill, and turn <i>r.</i> up long gradual rise. Splendid view of bay from top. Turn sharp <i>r.</i> over deteriorating and undulating surface, and $\frac{1}{2}$ m. on, at foot of short hill, bear <i>l.</i> uphill at fork $\frac{1}{2}$ m. further, short fall and rise into Bempton (level crossing). At top of village turn sharp <i>l.</i> (<i>r.</i> to Flamborough, $2\frac{1}{2}$ m.) to Buckton, over inferior road, but which then improves considerably. Rise for $1\frac{1}{2}$ m. then level, passing Speeton village on <i>r.</i> , and undulating, with poor surface, to Dotterel Inn.
16 $\frac{1}{4}$	Bempton	3 $\frac{1}{2}$		
15 $\frac{1}{2}$	Buckton.....	$\frac{3}{4}$		
12 $\frac{1}{2}$	Speeton	3		
11 $\frac{1}{4}$	Dotterel Inn	1 $\frac{1}{4}$	8 $\frac{3}{4}$	
	Scarborough...	11 $\frac{1}{4}$	19 $\frac{3}{4}$	

BRIDLINGTON TO SCARBOROUGH (ALTERNATIVE ROUTE). *Reverse.*—At Dotterel Inn take *L.* hand forward road to Bampton. Turn sharp *r.* in village, past station and over line (level crossing), and at fork at $\frac{3}{4}$ m. bear *r.*, then direct forward to Bridlington Quay.

ROUTE 207. FILEY TO DRIFFIELD.

Miles from Driffeld.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
18 $\frac{1}{2}$	FILEY (Railway Station.)	...	...	Proceeding forward from level crossing at rly. sta. moderate surface to junction with Bridlington—Scarborough Road. Turn <i>L.</i> along same, over rly. and then take first road on <i>r.</i> (2 m.) to Hunmanby. Take second turn <i>L.</i> to top of village, then turn sharp <i>L.</i> through same, then <i>r.</i> a few yards beyond ancient stone gateway, up steep hill. Take second turn <i>L.</i> over indifferent road, with slight steady rise, followed by long steep descent into North Burton. Inferior rather stony surface.
17 $\frac{1}{2}$	Function with Bridlington—Scarborough Road	1		
15 $\frac{1}{2}$	Hunmanby ↑ ⇈ ↓	2		
12	North Burton ↓	3 $\frac{1}{2}$	6 $\frac{1}{2}$	Leaving church on <i>r.</i> take first turn <i>L.</i> through village, and passing large pond keep <i>L.</i> until out of village, when take first turn <i>r.</i> over small br., thence a straight level run to Rudston. Turn sharp <i>r.</i> on reaching village, and <i>L.</i> at Bosville Arms, and 300 yds. further turn <i>r.</i> uphill, and forward to Kilham. Fair surface.
9	Rudston	3		
6	Kilham ↑	3	12 $\frac{1}{2}$	
4	Ruston Parva ↑ ⇈	2		Leaving church on <i>r.</i> take first turn <i>L.</i> past school, with sharp rise and fall. At road-end turn <i>L.</i> down slight descent into Ruston Parva. In centre of village turn <i>r.</i> up steep hill, and keeping <i>L.</i> join road from Bridlington. Good surface.
3 $\frac{1}{4}$	Function with Bridlington Road	$\frac{3}{4}$	15 $\frac{1}{4}$	
	DRIFFIELD ⇈	3 $\frac{1}{4}$	18 $\frac{1}{2}$	

Route 203 (reverse) to Driffield.

FILEY TO DRIFFIELD. *Reverse.*—Route 203 to $\frac{3}{4}$ m. past Nafferton, when turn sharp *L.*, and bear *r.* into Ruston Parva, turn *L.* at foot of hill, through village. $\frac{1}{4}$ m. beyond take first turn *r.* and forward to Kilham, where again turn *r.*, and then *L.* on leaving village, and a little further *r.* and forward to Rudston. Entering village bear *L.*, turn *r.* at Bosville Arms, and *L.* directly afterwards. At North Burton bear *r.* through village, and past church, and on approaching Hunmanby turn *L.* at foot of hill. In village take first turn *r.*, and again next *r.*, then bear *L.* under rly. br., and $\frac{1}{2}$ m. further turn *L.* along Scarborough Rd. 1 m. further turn *r.* to Filey.

ROUTE 208. MUSTON TO SLEDMERE.

Miles from Sledmere.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
17	MUSTON	...	...	Proceed down main road of Muston village, passing inn and church, and 100 yds. further turn <i>l.</i> at d.p., passing Post Office and Methodist Chapel. Long gradual rise, with one short steep ascent to Hunmanby. Instead of entering village keep straight on over cross-roads (on a road marked "Private," but no objection is made), leaving village and Hall on <i>l.</i> , and at road-end turn <i>r.</i> At fork in 300 yds. keep <i>r.</i> and forward over level road for $1\frac{1}{2}$ m. Then steep descent, followed by level road, winding past Wold Newton. Keep village pond on <i>l.</i> and straight forward to cross-roads at $8\frac{1}{4}$ m. (Here turn <i>r.</i> into village of Foxholes). Good surface.
15 $\frac{1}{2}$	Hunmanby	$1\frac{1}{2}$		
		$1\frac{3}{4}$		
10 $\frac{3}{4}$	Wold Newton	3		
8 $\frac{3}{4}$	Cross-roads	2	8 $\frac{1}{4}$	
	(Foxholes $8\frac{1}{2}$ m.)			
7 $\frac{3}{4}$	Roythorpe Cottage	1		
6 $\frac{3}{4}$	Butterwick	1		
5	Weaverthorpe	$1\frac{3}{4}$	12	
4	Helperthorpe	1		
$\frac{3}{4}$	↑ Croom House	$3\frac{1}{4}$		Take first turn <i>l.</i> at end of village, indifferent surface for 3 m. then improving towards Croom House, where there is a sudden sharp rise; thence good and undulating into Sledmere.
	SLEDMERE	$\frac{3}{4}$	17	
	(Triton Inn.)			

MUSTON TO SLEDMERE. Reverse.—Turn *l.* opposite Triton Inn, and straight forward for $3\frac{3}{4}$ m., when turn *r.* into Helperthorpe. Just beyond Butterwick follow road to *l.* then *r.*, and 1 m. further keep straight on at cross-roads (Foxholes on *l.*). On reaching Park Wall at Hunmanby turn *l.* and direct forward to Muston.

ROUTE 209. FOXHOLES TO GANTON.

Miles from Ganton.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
3 $\frac{1}{2}$	FOXHOLES	...	...	At the second pond in the village turn sharp <i>l.</i> past village pump. Good winding road uphill, past church, then level, and again uphill which continues more or less steep to Ganton Wold Farm. Thence sharp fall and rise to top of
	↑			

Route 209. **FOXHOLES TO GANTON**—*continued.*

Miles from Ganton.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
I	Ganton Hill 	2½		Ganton Hill, which is steep, winding and narrow. Charming view from the summit. Then rapid descent through park, over good surface, to Ganton, where join York—Scarborough Road.
	GANTON	I	3½	

FOXHOLES TO GANTON. *Reverse.*—At cross-roads just W. of Ganton turn S. through park, and direct forward road to Foxholes.

Route 210. **STAXTON TO FILEY.**

Miles from Filey.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
7	STAXTON	...	...	Proceed eastward from Staxton for less than ½ m., when turn sharp r. (l. to Seamer), then forward through Flixton, and skirt Folkton (standing a little to l.). A little over ¼ m. further bear l. at fork (r. to Hunmanby), and forward through Muston. Turn r. on leaving village, pass road on l., and ¼ m. further turn sharp l. and direct to Filey Sta. Level road and good surface throughout.
5½	Flixton (Folkton 2¼ m.)	I½		
I¾	Muston	3¾		
I½	Fork of Road	¼		
	FILEY (Railway Station.)	I½	7	

STAXTON TO FILEY. *Reverse.*—From rly. sta. forward to road-end, where turn sharp r. and bear l. at two successive forks through Muston. Then direct forward road to 6½ m., where turn sharp l. into Staxton.

Route 211. **STAXTON TO BRIDLINGTON.**

Miles from Bridlington.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
4	STAXTON	...	...	Route 210 to fork after passing Folkton, when turn r. and up steep hill; then long gradual descent to Hunmanby; indifferent surface. Bear r. into main street of village (over level rly. crossing),
1½	Fork near Folkton	2½		
0½				

Route 211. STAXTON TO BRIDLINGTON—*continued.*

Miles from Bridlington	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
8 $\frac{3}{4}$	Hunmanby	2 $\frac{3}{4}$	14	then forward, keeping straight ahead at Dotterel Inn, and thence by Route 206 (reverse) to Bridlington. Capital surface.
5 $\frac{1}{4}$	Dotterel P.H.	3		
	BRIDLINGTON	5 $\frac{3}{4}$		

STAXTON TO BRIDLINGTON. *Reverse.*—Route 206 to Dotterel Inn, where keep straight forward keeping to *l.* of inn. At end of Hunmanby village, bear *l.* after passing church, then long rise, and very dangerous descent to junction with road from Filey near Folkton, whence follow Route 210 (reverse) to Staxton.

ROUTE 212. YORK TO HELMSLEY.

Miles from Helmsley.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
23 $\frac{1}{2}$	York	...	...	Proceed along High Petergate, through Bootham Bar, take first turn <i>r.</i> along Gillygate, and 250 yds. along bear <i>l.</i> along Clarence St., and a similar distance further <i>l.</i> along Wiggington Rd. Cross rly. by br., and again at 1 $\frac{1}{2}$ m. by level crossing (diagonal). Thence direct road to Wiggington Bar (village $\frac{1}{2}$ m. to <i>r.</i>). Level with rough stony surface.
	(Minster, West front.)			
22	Level Crossing	1 $\frac{1}{2}$	4	Almost straight road to Sutton-on-the-Forest, entering which turn <i>r.</i> (<i>l.</i> to Easingwold), proceed through village, and at end turn sharp <i>l.</i> (<i>r.</i> to Strensall), and forward to Stillington. Level and good road past Sutton, after which undulating and deteriorating surface.
19 $\frac{1}{2}$	Wiggington Bar	2 $\frac{1}{2}$		
	(Wiggington $\frac{1}{2}$ m.)			
15 $\frac{1}{2}$	Sutton-on-the-Forest ...	4	10 $\frac{1}{2}$	Turn <i>r.</i> on entering village (<i>l.</i> to Easingwold), and <i>l.</i> on leaving, after which undulating and winding but unmistakable road with sharp ascent to Brandsby. Forward through village, and over cross-roads at 14 $\frac{1}{2}$ m. and turns <i>l.</i> at cross-roads at 15 m. Sharp descent and rise, and then another very steep descent, becoming easier through Gilling. Indifferent surface.
13	Stillington	2 $\frac{1}{2}$		
9 $\frac{3}{4}$	Brandsby	3 $\frac{1}{4}$	18 $\frac{1}{2}$	Level crossing on leaving village, and after crossing Gilling Br. bear <i>r.</i> , then level, and steep rise
		1 $\frac{1}{4}$		
8 $\frac{3}{4}$	↑ ↓	1 $\frac{1}{2}$		
	↓			
5	Gilling	1 $\frac{1}{2}$		
	(Level Crossing.)			

Route 212.

YORK TO HELMSLEY—*continued.*

Miles from Helmsley.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
3 $\frac{1}{4}$	↑ Oswaldkirk	1 $\frac{3}{4}$		past Oswaldkirk. Undulating run, sometimes steep, with descent over R. Rye to Helmsley. Fair surface.
I	Sproxton	2 $\frac{1}{4}$		
	HELMSLEY	I	23 $\frac{1}{2}$	

YORK TO HELMSLEY. Reverse.—Leave by road crossing R. Rye. At cross-roads 3 $\frac{1}{2}$ m. past Gilling turn *r.*, and *r.* on entering Stillington, and *l.* on leaving. Entering Sutton turn *r.*, and through village *l.*, thence direct road to York. Enter by Wiggington Rd., turn *r.* along Clarence St., *r.* along Gillygate, and *l.* through Bootham Bar to Minster.

ROUTE 213. YORK TO KIRBY MOORSIDE.

Miles from Kirby Moorside	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
25 $\frac{1}{4}$	York (Minster.)	...	...	Proceeding along Monkgate turn <i>l.</i> before reaching Monk Bridge and follow R. Foss, crossing same at 1 m., and straight forward to Huntington. Poor lumpy surface, but level.
22 $\frac{3}{4}$	Level Crossing	2 $\frac{1}{2}$		
22 $\frac{1}{4}$	Huntington	$\frac{1}{3}$	3	Keep straight on through village, and forward over a gently undulating road, with inferior stony surface, bearing <i>l.</i> at 2 $\frac{1}{2}$ m. (d.p.) to Strensall.
21 $\frac{1}{2}$	Earswick	$\frac{3}{4}$		
19	Strensall	2 $\frac{1}{2}$	6 $\frac{1}{4}$	Turn <i>r.</i> into village, and in same turn <i>l.</i> over Foss river; then an undulating road, with "rutty" uneven surface, ending in sharp ascent to Sheriff-Hutton.
14 $\frac{3}{4}$	Sheriff Hutton	4 $\frac{1}{4}$	10 $\frac{1}{2}$	Passing straight on past village, sharp descent, the road now becoming narrow, and surface deteriorating. After 2 m. level, steep ascent, at top of which turn <i>l.</i> and in a few yards sharp <i>r.</i> down a long and very stony hill, and after short level, another steep rise, at top of which bear <i>r.</i> Gradual descent, becoming dangerously steep in latter part, to junction with Malton Rd., where turn <i>l.</i> into Hovingham.
13 $\frac{1}{2}$	Cape of Good Hope	1 $\frac{1}{4}$		
12	↑ ↓	2		
10 $\frac{1}{2}$	↑ ↓	2 $\frac{3}{4}$		
8 $\frac{1}{4}$	Hovingham	$\frac{1}{2}$	17	Proceeding straight through village cross rly. on level at sta., level run with bad surface for 1 m. Keep straight on over cross-roads, and stiff

Route 213. YORK TO KIRBY MOORSIDE—continued.

Miles from Kirby Moorside	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
6½	↑ Canklass Bank...	1¾		climb up Canklass Bank and down avenue to Nunnington. Continuing downhill cross R. Rye and R. Riccal, and on over bad road. 2 m. from Riccal Br. take sharp turn <i>r.</i> , along a narrow road with very indifferent surface, at end of which turn again sharp <i>r.</i> to Welburn, then <i>l.</i> at Smithy Corner. Then take next turn <i>r.</i> over Hodge Beck, then forward, with a fair undulating road, to Kirby Moorside.
5¾	Nunnington	¾		
4¾	Riccal Bridge	1		
2	Welburn	2¾		
	KIRBY MOORSIDE	2	25½	

YORK TO KIRBY MOORSIDE. *Reverse.*—Leaving western end of Kirby Moorside keep *r.* at fork, and at next fork bear *l.* over rly. After crossing Hodge Beck turn *l.* and take second turn *r.*, and bear *l.* at next fork, and straight forward to and through Nunnington. 1 m. beyond village bear *r.*, and forward to Hovingham, leaving which bear *r.* at two successive forks. At top of second hill turn *l.* and almost immediately *r.*, and forward to Sheriff Hutton. ½ m. beyond village bear *r.* and forward to Strensall, in which turn *r.* and take next turn *l.* out of village. Thence direct forward to York, continuing by Monkgate to Minster.

NOTE.—A much better (although still poor) route from Hovingham to Kirby Moorside is to follow Route 216 (alternative reverse) to Nawton, where turn *r.* and follow Route 223 to Kirby Moorside. *In reverse.*—Route 223 (reverse) to Nawton, where turn *l.*, and Route 216 (alternative) to Hovingham. Distance 1½ m. further.

ROUTE 214. YORK TO SLINGSBY.

Miles from Slingsby.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
17½	York	...	...	Route 116 to Barton Hill Sta., and ½ m. further, after crossing Spital Beck Br., turn sharp <i>l.</i> at d.p. up a long winding ascent to the monument erected in memory of the seventh Earl of Carlisle (d. 1864), from which may be obtained a superb view south and west.
7	Barton Hill Rly. Sta....	10½		
4½	Monument	2½	13	From this point the road is absolutely straight, through a lovely avenue for 3½ m., within this are several sharp rough descents, which need care. From the North Lodge keep straight forward up a rough winding hill, from the top of which another wide view may be obtained. Soon afterwards a gate is reached, from which is a rough descent to Slingsby cross-roads (<i>l.</i> Hovingham, <i>r.</i> Malton).
4	South Park Gate.....	½		
3¾	Lodge (Old Hotel)	¾		
3	Obelisk	¼		
2¾	North Lodge Gate	¾		
	SLINGSBY	2½	17½	

YORK TO SLINGSBY. *Reverse.*—Leave Slingsby by road to S., and keep straight forward to junction with Malton—York Road, when turn *r.* to Barton Hill Rly. Sta., and on by Route 116 (reverse) to York. (The road on *l.*, 100 yds. from South Lodge Gate, leads into Welburn.)

ROUTE 215. YORK TO NEW MALTON.

(Via Castle Howard.)

Miles from New Malton.	Places on the Road.	Mileage.		General description of the Road.
		Intermedi-ate.	Total.	
20½	York	...	...	Route 214 to North Lodge Gate, immediately through which turn sharp <i>r.</i> to Coneysthorpe, before entering which is a gate. Keep straight forward by good undulating road, keeping <i>r.</i> at 1½ m. from Coneysthorpe (<i>l.</i> to Amotherby) to Yorkersgate, Malton.
5	North Lodge Gate	15½		
4½	Coneysthorpe	½		
4	↑			
3	↑			
	NEW MALTON	4½	20½	

YORK TO NEW MALTON (VIA CASTLE HOWARD). *Reverse.*—At fork at top of Yorkersgate keep *r.* forward through Coneysthorpe to Castle Howard Park gate, where turn sharp *l.* and follow Route 214 (reverse) to York.

NOTE.—See note to Route 222.

ROUTE 216. HELMSLEY TO MALTON.

Miles from Malton.	Places on the Road.	Mileage.		General description of the Road.
		Intermedi-ate.	Total.	
15½	HELMSLEY	...	...	Proceed towards rly. sta., but go straight over R. Ryē, whence a steep ascent passing through Sproxton, followed by sharp descent, and undulating run to Oswaldkirk. At Bank Top bear <i>l.</i> , and then, keeping <i>r.</i> , gradual descent to Stonegrave. Continuing straight through village level run to cross-roads, where turn <i>r.</i> and gradual rise to level crossing at rly. sta. nearing Hovingham. Indifferent surface.
14½	↑			
14½	Sproxton ..	1		
12½	Oswaldkirk	2		
10½	Stonegrave	2		
9	Level Crossing	1½		
8½	Hovingham	½	7½	Forward through village, leaving which turn sharp <i>l.</i> , crossing small stream (foot-bridge at side) along good level road to Slingsby. Thence undulating, with sharp descent to Barton-le-Street, and similar road onward to Appleton. The undulations now become more pronounced to Malton. Direct road into town. Good surface.
6½	Slingsby	2½		
4½	Barton-le-Street	1½		
3½	Appleton-le-Street	1		
2½	Amotherby	1		
2½	Swinton	½		
	MALTON	2½	15½	

HELMSLEY TO MALTON. *Reverse.*—Proceed northward up main street and direct forward road to Hovingham, where keep forward past rly. sta., and 1 m. further turn *L.* at cross-roads. At cross-roads at Oswaldkirk Bank Top keep straight forward and on to Helmsley.

NOTE.—An Alternative Route may be had by following Route 223 to Nawton (2½ m.), and turning *r.* at church down lane, and again bearing *r.* to Harome (4 m.). Before entering village turn *L.* over poor road to Nunnington (6 m.), whence follow Route 213 (reverse) to Hovingham (8½ m.). Thence as above. *In reverse*, follow Route 213 to Nunnington, and after crossing R. Rye, turn *L.*, and before entering Harome, bear *r.* to Nawton. Turn *L.* opposite church, and follow Route 223 (reverse) to Helmsley.

ROUTE 217. NEW MALTON TO DRIFFIELD.

Miles from Great Driffeld.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
20¼	NEW MALTON.....	...	...	Cross R. Derwent, and level rly. crossing into Norton, and bear <i>L.</i> , then take first turning on <i>r.</i> just beyond St. Nicholas Church. Turn <i>L.</i> after 150 yds. and follow road, bearing again <i>r.</i> . Good level run to Newstead.
19¾	Norton	½		
18½	Newstead	1¼	1¾	Keep <i>r.</i> at fork, up a short hill, followed by an easy descent and a long rise to North Grimston. Rough heavy surface.
15¾	North Grimston	2¾	4½	Turn sharp <i>r.</i> after passing church, then <i>L.</i> , following a tortuous road to the foot of Grimston Hill, a very steep winding ascent; surface "rutty" and much cut up. Before reaching the top bear <i>r.</i> , then, after a short level stretch, keep <i>L.</i> at d.p., whence is a further steep and rough ascent.
15½	↑ Grimston Hill ...	¼		From the summit the road gradually descends to Duggleby; indifferent surface. Turn <i>r.</i> by a very sharp and awkward corner into village.
14¼	↑			
12¾	Duggleby	2¾	7½	Bearing <i>L.</i> , then <i>r.</i> , go through little stream to chapel; long rough ascent from the top of which is a slight fall, followed by another long climb to Canada. Very rough surface; which now improves somewhat, providing fair running, chiefly downhill, to Sledmere.
10¼	↑ Canada	2½		
8	↑ Sledmere	2¼	12¼	Bear <i>L.</i> into village, joining road from York, which follow (Route 203) to Great Driffield.
	GREAT DRIFFIELD.....	8	20¼	

NEW MALTON TO DRIFFIELD. *Reverse.*—Route 203 (reverse) to Sledmere, leaving which bear *r.* and forward to Duggleby. Turn *r.* and go through little stream, and just beyond the village turn sharp *L.* In North Grimston turn *L.* and follow road over rly. br., then straight forward to Norton, where bear *r.* to Malton.

ROUTE 218. MALTON TO POCKLINGTON.

Miles from Pocklington	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
18	MALTON	...	...	From cross-roads in centre of town proceed S. down Castlegate, turn <i>r.</i> at bridge foot, cross R. Derwent and level rly. crossing, turn <i>r.</i> up Welham Rd. and Whitewall Hill; steep ascent. At top turn <i>r.</i> and 1 m. further turn <i>l.</i> , descending to Menethorpe. Cross beck and turn <i>r.</i> and <i>l.</i> , and road bends <i>l.</i> to Westow. Gradual climb to cross-roads, where keep straight on, and sharp descent, in which bear <i>l.</i> at triple fork, and after crossing stream, <i>r.</i> , with sharp rise to Leppington. Steep descent to Scrayingham, then a level run, keeping direct forward to Pocklington. Bad surface throughout. The district abounds in historic memories, and it is in this vicinity that King Alfred the Great is traditionally said to be buried.
16½	↑ Welham	1½		
15	Menethorpe	1½		
13	Westow	2		
10	Leppington	3		
8	Scrayingham	2		
6	Skirpenbeck	2		
5	Full Sutton	1		
3	Fangfoss	2		
	POCKLINGTON	3	18	

MALTON TO POCKLINGTON. Reverse.—From town take road by side of rly. and straight forward to Leppington, leaving which turn *l.*, and then *r.* and forward to Menethorpe. Cross beck and then bear *l.*, and on reaching wood end turn *r.*, and 1 m. further *l.* Cross rly. and R. Derwent into Malton, and *l.* up Castlegate to cross-roads in centre of town.

ALTERNATIVE ROUTE.

POCKLINGTON TO MALTON.

Miles from Malton.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
16¼	POCKLINGTON	...	...	Leaving Market Pl. by street to <i>l.</i> of Feather's Hotel, turn <i>r.</i> at lamp-post on green outside town, and forward over a poor macadam, gently rising road to Millhouse, where turn <i>l.</i> (d.p.). From this point, with the exception of a slight dip at Great Givendale, it is a constant heavy climb to top of Garrowby Hill, over a rough chalk road, improving in the last m. Direct forward road to the summit of the hill.
	(Market Place.)			
14	Millhouse	2¼		
	↑			
	↑			
12¾	Great Givendale	1¼		Turn <i>r.</i> for a short ½ m. along York—Bridlington Road, then <i>l.</i> through a gate at old d.p. (Malton arm missing from post). After crossing three
	↑			
10¾	Garrowby Hill	2	5½	
	(Top.)			

POCKLINGTON TO MALTON—*continued.*

Miles from Malton.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
	$\nearrow$ $\downarrow$ (Leavening, 10½ m.) $\nearrow$ $\downarrow$	4½ ½		fields by a "bumpy" chalk road, the highway is again reached, after which a gently undulating run with downward trend, terminating in a steep rough descent. On reaching cross-road (Leavening down below the road to the l.; d.p. "York—Bridlington") pass straight forward through gate over a field track, falling precipitously, and quite unrideable for first ½ m., then nearly level to Burythorpe.
4¾	Burythorpe	1	11½	Short sharp rise into village, through which keep straight forward and through iron gates at the opposite end. Thence forward through more gates, and a straight run into Malton over an undulating road, with one sharp fall 1 m. short of town.
4	Kennythorpe	¾		
	$\uparrow$ $\downarrow$	3		
	MALTON	1	16½	

POCKLINGTON TO MALTON. *Reverse.*—Leaving Malton by br., follow d.p. immediately afterwards; bear l. at fork at 2½ m., and again l. at fork 1 m. further. After passing through Burythorpe, continue down short sharp descent to field track, then up steep hill to above Leavening. Thence straight forward to the end of enclosed road, when take the r.-hand of two gates. After coming out on Garrowby Road turn r. and then take first turn l. (beyond a "danger board"), and descending the road turns sharp l. ½ m. from the foot. Thence direct forward into Pocklington.

NOTE.—In wet weather this route becomes in many parts practically unrideable, but in dry weather it will be found to be generally fair, and affording grand scenery throughout.

ROUTE 219. POCKLINGTON TO HOLME-ON-SPALDING-MOOR.

Miles from Holme.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
9½	POCKLINGTON	...	...	From Market Pl. proceed down Regent St., straight on over level rly. crossing down the road known as "The Boak" for 1¼ m., when turn l. at fork (d.p.), and forward to Hayton. Fair surface.
	(Market Place.)			
8	New Inn	1¼		
7	Hayton	1	2½	Forward over cross-roads, over small br., and immediately turn sharp r. down a long winding

Route 219. POCKLINGTON TO HOLME-ON-SPALDING-MOOR—continued.

Miles from Holme.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
6	Clark's Common Farm ..	1		road. At 1 m. bear <i>r.</i> (Clark's Common Farm on <i>l.</i>); at Blamire Farm turn sharp <i>l.</i> , and at road end in $\frac{1}{2}$ m. turn sharp <i>r.</i> (d.p.) to Everingham. Fair macadam surface. At junction of roads turn <i>l.</i> (d.p.), and <i>l.</i> again at fork at $\frac{3}{4}$ m. (d.p.), and forward to Harswell. Keep straight forward over level rly. crossing at Everingham Sta., and in another $\frac{1}{2}$ m. join road from Market Weighton, when turn <i>r.</i> and forward to Holme. Fair surface, and almost level road throughout.
5 $\frac{1}{4}$	Blamire Farm	$\frac{3}{4}$		
4	Everingham	1 $\frac{1}{4}$	5 $\frac{1}{4}$	
2	Harswell	2		
1 $\frac{1}{2}$	Everingham Rly. Sta.	$\frac{1}{2}$		
	HOLME-ON-SPALDING-MOOR	1 $\frac{1}{2}$	9 $\frac{1}{4}$	

POCKLINGTON TO HOLME-ON-SPALDING-MOOR. *Reverse.* — Leaving Holme by Market Weighton Rd. turn *l.* at 1 m., 1 $\frac{1}{4}$ m. beyond Harswell turn *r.* at d.p.; turn *r.* in Everingham (d.p.), then take first turn *l.* (d.p.) $\frac{3}{4}$ m. further. Forward to Hayton where turn *l.* over small br. and straight forward. 1 m. beyond Hayton turn *r.* at New Inn and forward to Pocklington.

ROUTE 220.

POCKLINGTON TO GREAT DRIFFIELD.

Miles from Great Driffield.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
16	POCKLINGTON (Market Place.)	...	...	Forward along St. Helen's Gate, and straight on skirting Kildwick Percy Park (on <i>l.</i>) and Warter Priory Park (on <i>r.</i>) to Warter, avoiding a road on <i>l.</i> Thence straight forward to North Dalton; undulating road, indifferent surface. Turn <i>l.</i> by Manor House for 200 yds., pass church, and turn <i>r.</i> Then straight on, over cross-roads to Kirkburn, where bear <i>r.</i> past church; 100 yds. further turn <i>l.</i> and straight on to Kelleythorpe, over level crossing, and in $\frac{1}{4}$ m. join road from Beverley. Turn <i>l.</i> and after passing over another level crossing enter Driffield at sta.; bear <i>l.</i> into Market Pl. Undulating road, with downward tendency, and moderate surface.
11 $\frac{1}{2}$	Warter	4 $\frac{1}{2}$		
7 $\frac{1}{4}$	North Dalton	4 $\frac{1}{4}$	8 $\frac{3}{4}$	
3 $\frac{3}{4}$	Kirkburn ..	3 $\frac{1}{2}$		
1 $\frac{1}{2}$	Kelleythorpe	2 $\frac{1}{4}$		
	GREAT DRIFFIELD..... (Market Place.)	1 $\frac{1}{2}$	16	

POCKLINGTON TO GREAT DRIFFIELD. *Reverse.*—Leaving Driffield by Beverley Rd., pass over level rly. crossing, and in $\frac{1}{2}$ m. turn *r.* Cross rly. into Kirkburn, bear *l.* and then straight forward to North Dalton. Bear *r.*, then *l.* past church, and in 200 yds. turn *r.*, and continue straight forward through Warter to Pocklington, proceeding along St. Helen's Gate to Market Pl.

ROUTE 221. NEW MALTON TO WHITBY.

Miles from Whitby.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
29	NEW MALTON (Talbot Hotel.) ↑	...	...	Proceed down Yorkersgate, and at foot straight forward up Old Maltongate; easy descent through Old Malton, then level and unmistakable road; cross R. Rye, and with level rly. crossing (with gates) at 7 m., and another 1 m. further. After passing same bear <i>l.</i> and immediately <i>r.</i> , and entering Pickering bear <i>l.</i> up Birdgate to top of Market Pl. Surface excellent macadam throughout.
27 $\frac{3}{4}$	Old Malton (Priory Church.)	1 $\frac{1}{4}$		
25 $\frac{1}{4}$	Howe Bridge	2 $\frac{1}{2}$		
23	Bean Sheaf P.H.	2 $\frac{1}{4}$		
22	Level Crossing	1		
21	Level Crossing	1		
20 $\frac{1}{2}$	Pickering (Market Place.) ↓ (Lockton 13 m.)	$\frac{1}{2}$	8 $\frac{1}{2}$	
15 $\frac{1}{4}$	↑ ↓ ↓	5 2		
12 $\frac{1}{2}$	Saltersgate P.H.	1		
10	Ellerbeck Bridge	2 $\frac{1}{2}$		
8 $\frac{1}{2}$	Brockabeck Bridge	1 $\frac{1}{2}$		Bear <i>r.</i> up Burgate for about 150 yds., then sharp <i>r.</i> up Whitby Lane, and bear <i>l.</i> ; road rises gradually. At 2 m. bear <i>l.</i> , and forward past lane end with d.p. "Lockton $\frac{1}{4}$ m.," and $\frac{1}{4}$ m. further, at fork, bear <i>l.</i> down steep descent and up similar ascent, more gradually continuing for 1 $\frac{1}{2}$ m. Steep descent to Saltersgate Inn, afterwards easier, then rough road, mainly rising, for 2 m. After $\frac{1}{2}$ m. fall cross Eller Beck, turning <i>l.</i> , and a little further keep <i>r.</i> -hand road forward uphill. Rise and fall to Brockabeck Br., then $\frac{3}{4}$ m. climb, and at d.p. near top bear <i>r.</i> (<i>l.</i> to Goathland). 2 $\frac{1}{2}$ m. further a small plantation marks the end of the moor and the beginning of a very dangerous descent, easier through Sleights, then again very steep to level rly. crossing. Good level run into Ruswarp, in which bear <i>l.</i> up steep hill. At d.p. $\frac{3}{4}$ m. further turn <i>r.</i> , descend $\frac{1}{2}$ m. (easy) and bear <i>l.</i> , and then steep descent, bearing <i>r.</i> near foot, and straight forward down Bagdale and along Baxtergate to Old Market Pl. The surface is generally loose and "rutty," and occasionally grass-grown, but there is some excellent scenery along the route.
5 $\frac{1}{4}$	Blue Bank ↓	3 $\frac{1}{4}$		
4 $\frac{1}{4}$	Sleights (Church.)	$\frac{1}{2}$		
4 $\frac{1}{4}$	Level Crossing	$\frac{1}{2}$		
2	Ruswarp ↑ ↑	2 $\frac{1}{4}$		
	↓ ↓	1 $\frac{1}{4}$		
	WHITBY (Old Market Place.)	$\frac{1}{4}$	29	

NEW MALTON TO WHITBY. *Reverse.*—Proceed along Baxtergate and straight forward Bear *l.* at top of first rise (d.p. "Ruswarp"), and at top of next hill (d.p. "Guisborough") turn *l.* ; and *r.* through Ruswarp. At Sleights Ch. keep straight forward, and $2\frac{1}{2}$ m. further bear *l.* (d.p. *r.* "Goathland") along grass-grown road. Forward to within 2 m. of Pickering, when bear *r.* at fork (d.p.), *r.* again at workhouse, and again *r.* down Whitby Lane, turning sharp *l.* down Burgate to Market Pl. Keep *l.* down Birdgate, cross Eastgate, and bear *r.* opposite Horse Shoe Inn, and at foot of Short St. bear *l.* At top of Old Malton bear *l.* at large lamp, and forward down Old Maltongate and Yorkersgate.

ROUTE 222.**KIRBY MOORSIDE TO AMOTHERBY.**

Miles from Amotherby	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
10 $\frac{1}{4}$	KIRBY MOORSIDE	...	...	Proceed along the Pickering Road for $1\frac{1}{2}$ m. (Route 224), and at d.p. at fork keep <i>r.</i> over level rly. crossing, and straight forward over easily undulating road to Marton. Keep straight through the village, and at fork to Normanby bear <i>l.</i> through the village, and cross R. Leven. Turn <i>r.</i> and forward to Great Barugh; steep rise through village; at top (d.p.) turn sharp <i>r.</i> , then straight forward at all forks over an almost level road to Amotherby; level crossing on entering the village. Indifferent surface.
8 $\frac{3}{4}$	D.P. on Pickering Road ..	1 $\frac{1}{2}$		
6 $\frac{1}{2}$	Marton	2 $\frac{1}{4}$		
5 $\frac{1}{4}$	Normanby	1 $\frac{1}{4}$		
3	Great Barugh	2 $\frac{1}{4}$		
	AMOTHERBY	3	10 $\frac{1}{4}$	

KIRBY MOORSIDE TO AMOTHERBY. *Reverse.*—Forward to Great Barugh village, where turn sharp *l.* at top; turn *l.* over br. before entering Normanby, and forward to junction with Pickering Road, which follow (Route 224 reverse) to Kirby Moorside.

NOTE.—The Helmsley—Malton Road (Route 216) is joined at cross-roads in Amotherby, at which, however, by keeping straight forward up a fairly steep winding hill, the road between Castle Howard and Malton is joined at $1\frac{1}{2}$ m. (Route 215). The view from the top of the hill is well worth the climb. To join Amotherby from Castle Howard bear *l.* at fork, $1\frac{1}{4}$ m. from Coneythorpe.

ROUTE 223.**THIRSK TO COXWOLD AND HELMSLEY.**

Miles from Helmsley.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
16	THIRSK	...	...	Proceed down Finkle St. and follow Easingwold Rd, (Route 1, No. 1 Alternative reverse) to

Route 223. THIRSK TO COXWOLD AND HELMSLEY

—continued.

<i>Miles from Helmsley.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
13 $\frac{1}{4}$	Thirkleby Park Corner ..	2 $\frac{3}{4}$		Thirkleby Park Corner, where bear <i>l.</i> and follow Park wall. After leaving Park walls bear slightly <i>r.</i> , cross Thirkleby Beck and up slight ascent, with a moderate undulating road to "Sod Hall" (a small cottage). Bear <i>l.</i> , and after $\frac{3}{4}$ m. of bad road cross small stream (footbridge only), and again in $\frac{3}{4}$ m. cross a larger stream (footbridge only). Another $\frac{3}{4}$ m. of poor road brings to steep ascent of Coxwold Bank; at top turn sharp <i>r.</i> and enter village in $\frac{1}{2}$ m. by steep descent, passing Shandy Hall (residence of Lawrence Sterne) and fine church with tombs of the Fauconberg family.
11 $\frac{3}{4}$	"Sod Hall"	1 $\frac{1}{2}$		
9 $\frac{3}{4}$	↑ Coxwold Bank ... ↓	2		
9 $\frac{1}{4}$	Coxwold	$\frac{1}{2}$	6 $\frac{3}{4}$	
7 $\frac{1}{2}$	Byland Abbey	1 $\frac{3}{4}$		
7	Wass	$\frac{1}{2}$	9	At cross-roads in village turn <i>l.</i> , and in $\frac{1}{4}$ m. cross stream (footbridge at side); undulating run to Byland Abbey, where turn <i>r.</i> round Abbey ruins, and then <i>l.</i> into Wass. Fair macadam surface. Keep straight forward up Wass Bank, a very steep hill, from the top of which an extensive view may be obtained. The road, which is very rough, but fairly level, winds gradually round to <i>r.</i> to d.p. at 2 $\frac{1}{4}$ m.; where turn sharp <i>l.</i> ; steadily falling, at times fairly steep, but with improving surface, into Helmsley, joining the Gilling road at lodge gates.
6	↑ ⌵			
1 $\frac{1}{2}$	Junction with Gilling Road	5 $\frac{1}{2}$		
	HELMSLEY	1 $\frac{1}{2}$	16	

THIRSK TO COXWOLD AND HELMSLEY. *Reverse.*—Route 212 (reverse) to lodge gates at 1 $\frac{1}{2}$ m., when keep *r.* at fork. Keep *r.* at next fork on reaching the moor, and at next fork keep *l.* (d.p.) over the moor. Turn *l.* at fork by P.H. at western end of Byland Abbey, and on reaching Coxwold turn *r.* through village. Turn *l.* at top uphill after leaving Coxwold, then straight on bearing *r.* at "Sod Hall" to junction with main road, whence straight on by Route 1 (No. 1 Alternative).

ROUTE 224. THIRSK TO SCARBOROUGH.

<i>Miles from Scarboro'.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
45 $\frac{1}{4}$	THIRSK	...	...	Leave Market Pl. by Finkle St. and Ingramgate (continuous) and forward over cross-roads (<i>l.</i>
	(Market Place.)			

Route 224. THIRSK TO SCARBOROUGH—continued.

Miles from Scarborough.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
41	Plump Bank.....	1		Northallerton, <i>r.</i> York). Level road for 1 m. then steep ascent (Plump Bank), bearing <i>r.</i> at fork (<i>L.</i> Feliskirk), thence gently undulating road to Sutton-under-Whitestonecliff. Gradual ascent (steep at 1½ m.) with one descent of ¼ m. to foot of Sutton Bank, one of the steepest and roughest hills in the kingdom, and about ¾ m. long. From about 200 yds. to N. of summit York Minster may be seen. At fork at top of hill turn <i>r.</i> Bear <i>L.</i> at fork ½ m. after passing Hambleton Hotel, and forward with long descent through Scawton, at the end of which is an awkward descent. Soon after the road bends <i>r.</i> , and a little further is long steep rough descent through woods, afterwards easier to, Rye Br. (Rievaulx Abbey is about ½ m. to <i>L.</i>). Keep straight on up long rather steep hill, and at top join road from Stokesley, where turn <i>r.</i> and fine run down to Helmsley. Variable surface, sometimes good, sometimes otherwise, throughout. (Duncombe Castle lies S. of Helmsley; admission to Castle, Park, and Terrace, 1s.)
3½	Hollings Burn Bridge	¾		
2	Sutton-under-White- stone Cliff	1½		
0¾	Hood Grange	1¼		
0¼	Sutton Bank.....	½		
39½	↑			
38½	Hambleton Hotel	1¼		
	↓			
36¾	Scawton.....	1¼		
	↓			
	↓	1		
34¾	Rye Bridge	1		
	(Rievaulx Abbey ½ m.)			
	↑			
31¾	Helmsley	3	13½	
	(Crown Hotel)			
29¼	Nawton	2½		Proceed along Bondgate, over undulating road, ending in sharp descent into Nawton, with similar rise out of village. At 1 m. bear <i>r.</i> at d.p. under rly. br., and after 1 m. steep descent over cross-roads, over br., and forward to Kirby Moorside (or, keep straight on at d.p., and after 1 m. steep and dangerous descent into Kirkdale, passing (on <i>L.</i>) ancient church with Saxon inscription over the door, cross beck, and forward to Kirby Moorside). Good surface.
	↓	1¾		
	↓			
26	Kirby Moorside ...	1½	19¼	
25	Keldholme	1		
22	Sinnington	3		
21¾	↑			
21½	Wrelton Cliff ...	½		
	↓			
21	Wrelton	½		Turn <i>r.</i> by White Horse Inn to rly. sta. gate, where turn sharp <i>L.</i> and forward to first cottages, where keep <i>L.</i> at fork, over sharply winding road through Keldholme, smart rise and fall to br. over R. Dose. Just beyond br. bear <i>r.</i> uphill (<i>L.</i> to Whitby) (d.p.) and after ¼ m. level turn sharp <i>L.</i> at d.p. (forward to Malton), and forward over undulating road crossing high br. into Sinnington. Bend <i>r.</i> and through village, and just after leaving turn <i>L.</i> at d.p. (forward to rly. sta.), and again <i>L.</i> at foot of hill 200 yds. further. On reaching top, descent of Wrelton Cliff begins, very steep and dangerous. Entering Wrelton turn sharp <i>r.</i> and <i>L.</i> round two cottages, thence forward and nearly level road to
20	Aislabay	1		

Route 224. THIRSK TO SCARBOROUGH—continued.

Miles from Scarboro.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
19½	Middleton (Church.)	½		Middleton ; ¼ m. further turn <i>r.</i> at fork, and bear <i>ℒ</i> at fork at Keld Head, and <i>ℒ</i> at next fork, and <i>ℒ</i> again up Potter's Hill ; then <i>r.</i> to cross river br. and level crossing into Market Pl., Pickering.
19	Keld Head	½		
18	Pickering (Market Place.)	1	27½	
	↑			Leave Market Pl. by Birdgate, and at foot bear <i>ℒ</i> along Eastgate. Level for 2 m. then steep rise and fall into Thornton-le-Dale. Straight forward, keeping <i>r.</i> at d.p. in village, and forward at cross-roads at top. Gradual rise to Wilton, and 1 m. further (after tower of Allerston Ch. comes in sight) steep and dangerous descent to Allerston, with similar rise after skirting village. In 1 m. bear <i>r.</i> and sharp fall past Ebberston Ch. ; rise and descent through village ; another rise and another steep descent, then easy rise and fall to Snainton New Inn, where turn <i>r.</i> and sharp <i>ℒ</i> (d.p.) into Snainton, and forward with steep descent to Brompton. Macadam surface, good to Thornton, afterwards only moderate.
15½	Thornton-le-Dale...	2½		
	↑			
14½	Wilton	1½		
	↑			
		↓		
13½	Allerston	1		
	↑			
		↓		
12	Ebberston	1¼		
	↑			
		↓	¾	Similar rise out of village, and after crossing rly. br. at ¾ m. bear <i>r.</i> up steep hill, then rather steep descent into Wykeham. Practically level through West Ayton, crossing br. (R. Derwent) to East Ayton. Entering village bear <i>r.</i> (<i>ℒ</i> to Hackness), and at end keep <i>ℒ</i> at d.p. (<i>r.</i> to Filey.) Continual ascent, occasionally steep for 2¼ m. until just after passing race-course entrance (on <i>ℒ</i>), when descent begins, becoming very steep and dangerous for ¾ m. At foot road bends <i>r.</i> then <i>ℒ</i> through Falsgrave, then rising and descending Falsgrave Rd., through Westborough to rly. sta. Excellent macadam surface.
10	Snainton	1¼		
	↑			
		↓		
8	Brompton	2	37½	
	↑			
7	Wykeham	1		
	↑			
5	East Ayton	2		
	↑			
1¾				
		↓	3½	
¾	Falsgrave	1		
	↑			
	Scarborough ... (Railway Station.)	¾	45½	

THIRSK TO SCARBOROUGH. Reverse.—From rly. sta. (on *ℒ*) proceed up Falsgrave Rd. At Falsgrave keep to *r.* (*ℒ* to Seamer), and shortly after to *ℒ* (*r.* to Whitby), and at

top of next rise bear *r.* Beyond Wykeham bear *l.* halfway up ascent, and *r.* at foot of next descent, and forward over rly. br. to Brompton. $\frac{1}{2}$ m. beyond Snainton, just before reaching New Inn, turn sharp *r.* uphill (*l.* to Vedingham), and at top of next hill begins unrideable descent into Ebberston. 1 m. beyond village bear *r.* at fork, whence steep descent into Allerston, and forward to Pickering, bearing *r.* up Birdgate into Market Pl. From West End pass over level crossing and river br., bear *l.* down Potter's Hill, and *r.* along Westgate. Keep to *r.* at Keld Head, and *r.* into Wrelton, leaving which bear sharp *r.* and *l.*, then forward, bearing *r.* into and through Sinnington. Turn *l.* on leaving village, and forward bearing *r.* into Keldholme, and forward to Kirby Moorside. At sta. gate turn sharp *r.* up main st., and *l.* at White Horse Inn. At d.p. in $\frac{1}{2}$ m. bear *l.* over rly. and forward past cross-roads to Helmsley (or keep straight forward down dangerous hill and rejoin main route in $1\frac{1}{2}$ m.) Forward along Bondgate and Market Sq., keeping to *r.* round church, and *l.* uphill at end of street, and *l.* at fork at $1\frac{1}{2}$ m., thence a direct forward road to Thirsk. Keep straight on along Ingramgate and Finkle St. to Market Pl.

ALTERNATIVE ROUTE FROM PICKERING (No. 1).

(Via Everley.)

Miles from Scarborough.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
24	PICKERING	...	...	Above route until after crossing the br. into East Ayton, when turn sharp <i>l.</i> at d.p., by Primitive Methodist Chapel. Easy rise, then steep descent, followed by good level road for about 1 m., when overhanging trees cause it to become (except in very dry weather) wet and slippery. Narrow road, with several sharp rises and bends, to gate of "Lady Edith's Drive" [see post (a)], when turn sharp <i>l.</i> down short steep hill and emerging from wood at foot, easy rise to Everley. Gentle descent past hotel, followed by steep hill with awkward turn <i>r.</i> at foot, then level to Hackness. Before entering village turn <i>r.</i> at d.p., and after passing church and hall, long rise begins, gradually growing steeper with lodge gate across road. At top turn sharp <i>l.</i> (d.p.), with easy ascent through Suffield, and at top again turn <i>r.</i> (d.p.), and begin winding descent of $1\frac{1}{4}$ m., needing care, with an awkward bend to <i>l.</i> into Scalby at foot. Near church bear <i>r.</i> and at Rosette Inn turn <i>r.</i> and follow Route 225 (reverse) to Scarborough. Fair surface, with pretty scenery <i>en route</i> .
11	East Ayton	13		
			$\frac{1}{4}$	
9 $\frac{1}{2}$	Gate of "Lady Edith's Drive"		$1\frac{1}{2}$	
7 $\frac{3}{4}$	Everley		$1\frac{1}{2}$	
7	D.P. near Hackness		$\frac{3}{4}$	
6 $\frac{1}{2}$				
6	Suffield		1	
			$\frac{1}{4}$	
4 $\frac{1}{2}$	Scalby		$1\frac{1}{4}$	
	(Rosette Inn.)			
	Scarborough ...	4 $\frac{1}{2}$	24	

THIRSK TO SCARBOROUGH (NO. 1 ALTERNATIVE). *Reverse.*—Route 225 to Scalby, where turn *l.* at Rosette Inn, and bear *r.* at fork $\frac{1}{2}$ m. from village. After passing through

Suffield turn sharp *l.* and then *r.*, beginning long descent to Hackness Hall. $\frac{1}{4}$ m. beyond d.p., at end of village bear *l.* (d.p.) then uphill and forward, exercising care from the gate of "Lady Edith's Drive" until emerging from the trees. On reaching East Ayton bear *r.* and follow original route (reverse).

ALTERNATIVE ROUTE FROM PICKERING (No. 2).

[Via "Lady Edith's Drive" (a).]

Miles from Scarboro'.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
46 $\frac{1}{2}$	THIRSK	...	...	No. 1 alternative to gate of "Lady Edith's Drive," where enter drive. Winding and undulating road for nearly 1 m. when enter Raincliffe Woods. Narrow lane bending <i>r.</i> for nearly 1 m. when wooded drive recommences and continues to gate on Scalby Rd., where turn <i>r.</i> and follow Route 225 (reverse) to Scarborough. Poor surface but delightful scenery.
19 $\frac{1}{4}$	PICKERING	27 $\frac{1}{4}$	27 $\frac{1}{4}$	
5 $\frac{1}{2}$	"Lady Edith's Drive"....	13 $\frac{3}{4}$		
2	Gate on Scalby Road	3 $\frac{1}{4}$		
	Scarborough ...	2	46 $\frac{1}{2}$	

THIRSK TO SCARBOROUGH (NO. 2 ALTERNATIVE). *Reverse*.—Route 225 to 2 m., when at gatekeeper's hut, with notice board on *l.*, enter "Lady Edith's Drive" (a). Thence a direct road to end, where join No. 1 alternative route (above).

ALTERNATIVE ROUTE FROM PICKERING (No. 3).

(Via Crossgates.)

Miles from Scarboro'.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
45 $\frac{3}{4}$	THIRSK	...	...	Original route to Ayton Ch., where bear <i>r.</i> at fork to end of Irton village; 100 yds. further turn sharp <i>l.</i> , leaving Seamer village on <i>r.</i> , then forward over cross-roads to Crossgates Farm, whence follow Route 116 to Scarborough. Good surface and easy running.
18 $\frac{1}{2}$	Pickering	27 $\frac{1}{4}$	27 $\frac{1}{4}$	
5 $\frac{1}{2}$	East Ayton	13	40 $\frac{1}{4}$	
4	Irton	1 $\frac{1}{2}$		
3 $\frac{1}{4}$	Crossgates Farm	3 $\frac{3}{4}$		
	Scarborough ...	3 $\frac{1}{4}$	45 $\frac{3}{4}$	

THIRSK TO SCARBOROUGH (NO. 3 ALTERNATIVE). *Reverse*.—Route 116 (reverse) until after passing Crossgates. Then keep straight forward, skirting Seamer village (on *l.*), when turn *r.* and forward to East Ayton, there joining original route.

ALTERNATIVE ROUTE No. 4.

THIRSK TO HELMSLEY.

An Alternative Route to avoid the hills may be had by turning *r.* $\frac{1}{2}$ m. beyond Hambleton Hotel, and undulating road for $2\frac{3}{4}$ m., when join road from Wass. Turn *L.* (d.p.) and forward by Route 223 to Helmsley. Distance, Thirsk to Helmsley, $14\frac{3}{4}$ m.

In reverse.—Route 223 (reverse) to fork at $4\frac{3}{4}$ m. (d.p.), where bear *r.* and forward to junction with main route, which follow to Thirsk.

ALTERNATIVE ROUTE No. 5.

KIRBY MOORSIDE TO PICKERING.

(Via Lastingham.)

Miles from Scarboro'.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
50 $\frac{1}{4}$	THIRSK	...	...	Route as above past Kirby Moorside, and just beyond Keldholme Br. turn <i>L.</i> up narrow winding road. Almost continuous ascent for 2 m., then steep descent to beck (footbridge at side), then slight rise to Hutton-le-Hole. Near schoolhouse keep <i>r.</i> at fork up hill, and in $\frac{1}{4}$ m. again <i>r.</i> at fork, and sharp descent to br. over stream. At Spainton Bank Foot turn sharp <i>L.</i> (d.p.) to Lastingham. Poor surface.
31	Kirby Moorside ...	19 $\frac{1}{4}$	19 $\frac{1}{4}$	
29 $\frac{3}{4}$	Keldholme Bridge	1 $\frac{1}{4}$		
	↑			
		2		
27	Hutton-le-Hole	$\frac{3}{4}$		(The church is very old, and will well repay a visit.) Turn sharp <i>L.</i> below church, and <i>r.</i> after crossing br., and <i>L.</i> 100 yds. further. In 1 m. is steep descent and rise (crossing br.); $\frac{1}{4}$ m. further turn <i>r.</i> , and in another $\frac{1}{4}$ m. <i>L.</i> at d.p. In $\frac{1}{2}$ m. join road from Rosedale, turn <i>r.</i> and cross br., and up Cropton Bank to Cropton. At top bear <i>r.</i> and forward, descending nearly all the way into Wreton, where main road is joined. Although further and a harder road, this route well repays the additional exertion in the fine scenery throughout.
26	Spainton Bank Foot	1		
25 $\frac{1}{4}$	Lastingham	$\frac{3}{4}$	25	
	(Church.)			
	↓			
24 $\frac{1}{4}$		1		
23 $\frac{3}{4}$	Askew Farm	$\frac{1}{2}$		
	↑			
23 $\frac{1}{4}$	Cropton Bank	$\frac{1}{2}$		
	↑			
23	Cropton	$\frac{1}{4}$		
20 $\frac{3}{4}$	Wreton	2 $\frac{1}{4}$	29 $\frac{1}{2}$	
	(Fork of road.)			
18	Pickering	2 $\frac{3}{4}$	32 $\frac{1}{4}$	
	Scarborough ...	18	50 $\frac{1}{4}$	

THIRSK TO SCARBOROUGH (NO. 5 ALTERNATIVE). *Reverse.*—Main route to Wreton, where at d.p. keep *r.* At fork just through village keep *L.*; *L.* in Cropton, and turn sharp *L.* after crossing br. at foot of Cropton Bank. Keep *r.* at fork at Askew Farm, and *L.* at next fork. Entering Lastingham turn *r.*, then *L.*, and at church *r.* again, and

at end of village keep *l.* In $\frac{3}{4}$ m. turn *r.* (d.p.), at foot of Hutton village cross
beck to *r.*, and 1 m. further keep straight on at d.p. to junction with main road,
which follow as above.

NOTE.—(a) "Lady Edith's Drive" is also known as "Lady Ida's Drive" and "Raincliffe Woods,"
and is a private road made for the use of the Londesborough family, and which is liable to be
closed at any time. It is not a good cycling road, the surface being very loose, and is merely given
as admitting some beautiful scenery.

ROUTE 225. SCARBOROUGH TO WHITBY.

<i>Miles from Whitby.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
20 $\frac{3}{4}$	Scarborough ... (Railway Station.)	...	...	Leaving rly. sta. on <i>l.</i> proceed up Westborough and Falsgrave Rd., and a little past Falsgrave P.O. turn sharp <i>r.</i> up the Scalby Rd. Bear <i>l.</i> with descent and ascent, then descent through Newby, rise, and then nearly level to Burniston. Turn <i>l.</i> and then bear <i>r.</i> through village, and forward to Cloughton, over rising road. Fair surface.
19 $\frac{3}{4}$	Falsgrave	1		
17 $\frac{1}{2}$	Newby	2 $\frac{1}{4}$		
16 $\frac{1}{4}$	Burniston	1 $\frac{1}{4}$		
15 $\frac{1}{4}$	Cloughton	1	5 $\frac{1}{2}$	Turn <i>l.</i> by board school, following telegraph wires, up sharp rise, then short steep descent, after- wards easier, and then long toilsome ascent to the moors. Thence inferior and smartly undu- lating road past "Falcon" and "Flask" Inns. Fairly level for a little while, then sharp dip and rise, short level and long steady descent to Hawsker. Poor surface.
			$\frac{1}{2}$	
13 $\frac{1}{4}$			1 $\frac{1}{2}$	
11 $\frac{3}{4}$	Falcon P.H.	1 $\frac{1}{2}$		
8	Flask P.H.	3 $\frac{3}{4}$		Turn <i>l.</i> in village, and on leaving turn <i>r.</i> over rly. br. Proceed past rly. sta. to church, where turn <i>l.</i> into Stainsacre. Turn <i>r.</i> in village, then gently falling road into Whitby, with abbey in view all the time. Good surface after leaving the moor above Hawsker.
			$\frac{1}{2}$	
7				
3	Hawsker	4 $\frac{1}{2}$	17 $\frac{3}{4}$	
2	Stainsacre	1		
	WHITBY	2	20 $\frac{3}{4}$	
	(Harbour Bridge.)			

SCARBOROUGH TO WHITBY. *Reverse.*—Leave by Church St., and straight forward across
Spital Br. to Stainsacre. Bear *r.* in village (*l.* to Robin Hood's Bay) d.p., and
forward to Burniston. Bear *r.* at d.p. at foot of village, and on reaching some
houses, bear *l.* at d.p., and forward to Falsgrave, entering which bear *r.* and then
l. down Falsgrave Rd. and Westborough to rly. sta., Scarborough.

ALTERNATIVE ROUTE THROUGH SCARBOROUGH.

<i>Miles from Whiby.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
19 $\frac{3}{4}$	Scarborough ... ↓	...	...	Leaving rly. sta. on <i>r.</i> proceed down Westborough and Newborough, turn sharp <i>l.</i> along St. Thomas St., cross Castle Rd., and up and down North Marine Rd. At foot turn sharp <i>l.</i> downhill, bear <i>r.</i> and <i>l.</i> , following telegraph wires. Poor paving. Dangerous descent with bad turn over br. across Scalby Beck and rise to Burniston, where bear <i>r.</i> and follow above route. Indifferent macadam surface.
18	Scalby Beck.....	1 $\frac{3}{4}$		
16 $\frac{1}{4}$	Burniston	1 $\frac{3}{4}$		
	WHITBY	16 $\frac{1}{4}$	19 $\frac{3}{4}$	

SCARBOROUGH TO WHITBY (ALTERNATIVE ROUTE). *Reverse.*—At Burniston follow telegraph wires to *l.* and at termination bear *l.* uphill and immediately sharp *r.* up North Marine Rd. Cross Castle Rd., along St. Thomas St., turn *r.* up Newborough and Westborough to rly. sta.

ROUTE 226. YORK TO RIPON.

<i>Miles from Ripon.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
23 $\frac{3}{4}$	York	...	...	Leave the city by Ouse Br., after crossing which keep straight on for $\frac{1}{2}$ m., and take second turn <i>r.</i> on passing through Micklegate Bar, and proceed by Holgate Lane. At division of road in Holgate bear <i>r.</i> (forward to Wetherby), up a slight rise, after which the road is almost level to within $\frac{1}{2}$ m. of Green Hammerton, when there occurs an easy ascent. Rough sandy surface.
22 $\frac{3}{4}$	Holgate.....	1		
13 $\frac{3}{4}$	Green Hammerton	9	10	
11 $\frac{1}{4}$	Little Ouseburn	2 $\frac{1}{2}$		
6	Boroughbridge.....	5 $\frac{1}{4}$	17 $\frac{3}{4}$	Bear slightly <i>l.</i> in village; undulating road, with better surface to Little Ouseburn, to which there is a sharp dip. After a moderately steep ascent the road continues undulating, with sharp rises and falls and slight descent to Borough-bridge. Fair surface. At cross-roads in the town turn <i>l.</i> , then <i>r.</i> past the public pump; then bear <i>l.</i> to Crown Hotel, where turn <i>r.</i> and cross R. Ure. After crossing br. bear <i>l.</i> , and then <i>r.</i> under rly. br., avoiding road on <i>l.</i> to Langthorpe just past br. After passing through Kirby Hill leave Roman Road, bearing <i>l.</i> at fork (d.p.) with tel. wires, thence
5	Kirby Hill.....	1		
4	Kirby Hill Windmill	1		

Route 226.

YORK TO RIPON—*continued.*

<i>Miles from Ripon.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
1 $\frac{1}{4}$	Ure Bridge	2 $\frac{3}{4}$		direct road to Ripon. Gradual rise to 2 m., then easy descent to br. over R. Ure, and level to Bondgate Green, where cross rly. br. and bear slightly <i>l.</i> , and then round to <i>r.</i> up Bedfern Bank to W. front of Cathedral. Good surface, with charming views of Ripon all the way from Kirby Hill Windmill.
$\frac{3}{4}$	Bondgate	$\frac{1}{2}$		
	RIPON	$\frac{3}{4}$	23 $\frac{3}{4}$	
	(Cathedral.)			

YORK TO RIPON. Reverse.—From Cathedral descend Bedfern Bank, bearing *l.* at foot and crossing br. At d.p. $\frac{3}{4}$ m. from Ripon bear *r.* and *r.* again 1 $\frac{1}{4}$ m. further. Bear *l.* under rly. br. and cross R. Ure into Boroughbridge. Turn *l.* at Crown Hotel and forward past public pump to cross-roads, where turn *r.* Thence a direct road to York. At $\frac{1}{2}$ m. beyond Holgate entering York, turn *l.* and cross R. Ouse.

ROUTE 227. YORK TO KNARESBOROUGH AND HARROGATE.

<i>Miles from Harrogate.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
21 $\frac{1}{4}$	York	...	...	Route 226 to Green Hammerton, where turn sharp <i>l.</i> , then easy rise and fall past two sets of cross-roads and on to junction with North Road passing Allerton Mauleverer off to <i>r.</i> Turn <i>r.</i> along road for $\frac{1}{2}$ m. then <i>l.</i> through Flaxby, steadily descending to Goldsborough level rly. crossing (gates). At fork in $\frac{1}{4}$ m. bear <i>r.</i> (<i>l.</i> to Goldsborough), thence an undulating winding road with fair surface and rise into Knaresborough.
11 $\frac{1}{4}$	Green Hammerton (Allerton Mauleverer 13 m.)	10		
6 $\frac{1}{2}$	Flaxby	4 $\frac{3}{4}$		
6	Goldsborough Level Crossing	$\frac{1}{2}$		Forward through York Pl. into and down High St. At foot turn sharp <i>l.</i> down steep hill to br. over R. Nidd, and forward over long rise and fall to Starbeck sta. gates, usually closed at level crossing. Long gradual ascent to Harrogate. Turn <i>r.</i> by Prince of Wales Hotel to West Park.
3	Knaresborough..... ↓	3	18 $\frac{1}{4}$	
1 $\frac{1}{2}$	Starbeck Railway Sta. (Level Crossing.)	1 $\frac{1}{2}$		
	Harrogate (West Park.)	1 $\frac{1}{2}$	21 $\frac{1}{4}$	

YORK TO HARROGATE. Reverse.—Turn $\bullet$ *l.* by Prince of Wales Hotel and forward to Knaresborough. Turn sharp *r.* up High St. and forward, and after passing

cemetery gates turn *l.* and keep *l.* to Goldsborough level crossing and forward through Flaxby to North Road. Turn *r.* and in $\frac{1}{2}$ m. just before 6th m.s. from Boroughbridge turn *l.* and forward to Green Hammerton, where join Boroughbridge—York Road, and turning *r.* follow Route 226 (reverse).

ROUTE 228.

BOROUGHBRIDGE TO EASINGWOLD.

Miles from Easingwold	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
10	BOROUGHBRIDGE (Grantham Arms.)	...	...	Bear <i>r.</i> at Grantham Arms Inn passing under rly. br., and in 250 yds. turn sharp <i>r.</i> following single telegraph wire. On reaching first gatehouse across rly. turn sharp <i>l.</i> and immediately <i>r.</i> (d.p.) Just before reaching third gatehouse, at large ash tree (a) leave telegraph wire and turn sharp <i>l.</i> and on reaching river turn <i>r.</i> and cross br. Fair rise, forward to Helperby. On reaching Oak Tree Inn, turn sharp <i>l.</i> and straight forward, crossing rly. br., and into Raskelf. Incline slightly <i>l.</i> in crossing main street (d.p.), and in $\frac{1}{4}$ m. bear <i>l.</i> and forward to Easingwold, on reaching which turn sharp <i>r.</i> down main street. Fair surface, albeit stony, and, with the exception of slight hills at crossing the Swale and rly., almost level throughout.
6 $\frac{1}{4}$	Swale Bridge	3 $\frac{3}{4}$		
5 $\frac{1}{2}$	Helperby	$\frac{3}{4}$		
2 $\frac{1}{2}$	Raskelf	3		
	EASINGWOLD	2 $\frac{1}{2}$	10	

BOROUGHBRIDGE TO EASINGWOLD. *Reverse.*—At top of main street turn sharp *l.* (d.p. "to Alne"), and in 300 yds. keep *r.* at fork (d.p.). At 1 $\frac{1}{4}$ m. bear *r.* at corner into Raskelf. On reaching Helperby turn sharp *r.* at Oak Tree Inn, without entering village, and at next fork bear *r.* Immediately after crossing Swale Br. turn sharp *l.*, and, in about 1 m. sharp *r.*, joining single telegraph wire, and following same to main road, where turn *l.* into Boroughbridge.

NOTE.—(a) The obvious road here is apparently *forward*, but this should not be taken. It is the old road, almost disused, and crossing the rly. descends to a ford.

ROUTE 229. TADCASTER TO WETHERBY AND HARROGATE.

Miles from Harrogate.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
15 $\frac{1}{2}$	TADCASTER (York—Leeds Road.)	...	...	Turn <i>r.</i> from Leeds Rd. just before rly. br. and passing rly. sta., level run for 1 m., then sharp

Route 229. TADCASTER TO WETHERBY AND HARROGATE—continued.

Miles from Harrogate.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
				descent and easy rise, followed by rough level road past Newton Kyme Park (once the property of the Fairfaxes). Leaving village on <i>r.</i> pass over level rly. crossing, and bearing <i>r.</i> at next fork, easy rise and fall to Boston Spa., a fashionable resort.
14	Newton Kyme Park	↓ 1 ½		
13¼	Level Crossing.....	¾		
11¾	Boston Spa (Church.)	1½	3¾	Straight forward through village, and on to junction with North Road, where turn <i>r.</i> (forward to Collingham), then long rise and fall to Wetherby. Rough surface.
8¾	Wetherby	3	6¾	Forward over bad paving to Town Hall, where take road to <i>L.</i> opposite N. W. corner. Keep <i>L.</i> for 100 yds., then bear and keep <i>r.</i> up steep short rise over rly. Winding road, sharply undulating and rough to Spofforth.
5½	Spofforth (Level Crossing.)	3¼	10	Level crossing on entering village, after which turn <i>r.</i> and pass church on <i>L.</i> at end of village. At fork after crossing rly. br. keep <i>L.</i> up short steep hill, and rough undulating road to Plompton. Forward at end of park (<i>L.</i> Follifoot, <i>r.</i> Knaresborough), and good surface to Harrogate. Turn <i>L.</i> and pass Christ Church, and <i>r.</i> at Prince of Wales Hotel to West Park.
3½	Plompton	2		
	Harrogate (West Park.)	3½	15½	

TADCASTER TO HARROGATE. Reverse.—Leaving West Park turn *L.* at Prince of Wales Hotel, and then second turn *r.*, near Christ Church, and forward to Spofforth. Turn *r.* over rly. br. and forward over level crossing at east end, and direct road to Wetherby. Turn *r.* in main street, and forward to cross-roads just past 2nd m.s. where turn *L.* and direct forward road to Tadcaster.

ROUTE 230.

WETHERBY TO KNARESBOROUGH AND RIPLEY.

Miles from Ripley.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
12¼	WETHERBY	...	...	Forward along North Road to fork at 1¼ m., where bear <i>L.</i> through Kirk Deighton. Keep straight on up through village to North Deighton, in
10¾	Kirk Deighton.....	1½		

Route 230. WETHERBY TO KNARESBOROUGH AND RIPLEY—continued.

<i>Miles from Ripley.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
9 $\frac{1}{2}$	North Deighton	1 $\frac{1}{4}$		which keep <i>r.</i> Thence direct undulating road over Ribston Moor to Knaresborough. Sandy surface, frequently rough.
8	Little Ribston	1 $\frac{1}{2}$		
4 $\frac{3}{4}$	Knaresborough.....	3 $\frac{1}{4}$	7 $\frac{1}{2}$	Straight forward down High St.; at foot turn <i>l.</i> for 30 yds., then <i>r.</i> up short steep hill. Undulating fair road to Nidd Br. level rly. crossing, then winding and undulating road forward to Ripley. Fair surface.
1 $\frac{1}{4}$	Nidd Bridge (Level Crossing)	3 $\frac{1}{2}$		
	RIPLEY.....	1 $\frac{1}{4}$	12 $\frac{1}{4}$	
	(Market Cross.)			

WETHERBY TO RIPLEY. Reverse.—Take S. road and at first fork bear *l.* to Knaresborough. Entering town turn *l.* and take first turn *r.* up High St. Keep *r.* after passing cemetery, and bear *l.* through Little Ribston and North Deighton to Kirk Deighton. Keep straight on through village and forward to Wetherby.

ROUTE 231.

HARROGATE TO PATELEY BRIDGE.

<i>Miles from Pateley Bridge.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
13 $\frac{3}{4}$	Harrogate	...	...	Leave by Parliament St., at end of which ascend an easy rise, followed by a long descent. Then a slight rise and fall, and a steep ascent to Killinghall. Good surface.
	↑			
11 $\frac{3}{4}$	Killinghall	2	2	Short fall from the village to R. Nidd, cross rly. br. by Ripley Sta., continuing over good road to Ripley, just before reaching which the road from Knaresborough joins on <i>r.</i>
10 $\frac{1}{4}$	Ripley	1 $\frac{1}{2}$	3 $\frac{1}{2}$	
8 $\frac{3}{4}$	Bedlam	1 $\frac{1}{2}$		Out of village keep <i>l.</i> (<i>r.</i> to Ripon); loose sandy road through Bedlam. Slight undulations, with no difficult hills to Summerbridge.
3 $\frac{1}{2}$	Summerbridge.....	5 $\frac{1}{4}$	10 $\frac{1}{4}$	
	↑			At foot of hill in the village keep <i>r.</i> Undulating road, poor surface. Short steep ascent followed by descent into Pateley Bridge.
1	PATELEY BRIDGE	3 $\frac{1}{2}$	13 $\frac{3}{4}$	

HARROGATE TO PATELEY BRIDGE. Reverse.—Follow the course of the R. Nidd through Summerbridge. Out of Ripley keep *r.* past Ripley Sta., and at Killinghall bear *l.*; thence direct forward to Harrogate.

ROUTE 232. TADCASTER TO ILKLEY.

<i>Miles from Ilkley.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
26	TADCASTER	...	...	Route 229 to junction with North Road, where keep straight forward instead of turning along same. Steep descent, at foot of which turn <i>l.</i> to Collingham. In village bear <i>r.</i> at fork, over rly. br., then series of ascents, occasionally stiff, to Travellers' Rest Inn. Fine view of Wharfedale is here obtained. Enter Harewood Avenue, and capital run, slightly downhill, terminates at Harewood. Sandy surface, generally good. Steep descent, with sharp bend <i>l.</i> at $\frac{1}{2}$ m. (with castle in bend), to junction with Harrogate Road, where bear <i>l.</i> Then easy undulating road to Poole. Bear <i>r.</i> through village, and then <i>l.</i> at fork on leaving (<i>r.</i> Harrogate); then easy road forward to Otley. Fair surface. Entering town keep <i>r.</i> at Maypole Junction, then up past White Horse Inn; short steep hill, paved. $\frac{1}{4}$ m. out of town bear <i>r.</i> at fork (<i>l.</i> to Bradford), and bear <i>r.</i> into and through Burley. The road then follows the <i>l.</i> bank of the R. Wharfe, very slightly undulating, into Ilkley. Good surface.
20 $\frac{3}{4}$	<i>North Road</i>	5 $\frac{1}{4}$		
	↓			
19 $\frac{1}{2}$	Collingham	1 $\frac{1}{4}$		
	↑			
17 $\frac{1}{2}$	Travellers' Rest P.H.	2		
15	Harewood	2 $\frac{1}{2}$	II	
	(Arms.)			
	↓			
13 $\frac{3}{4}$	<i>Junction of Harrogate Road</i>	1 $\frac{1}{4}$		
II	Arthington Church	2 $\frac{3}{4}$		
9 $\frac{1}{4}$	Poole	1 $\frac{3}{4}$		
6	Otley	3 $\frac{1}{4}$	20	
	(White Horse.)			
	↑			
3 $\frac{3}{4}$	Burley-in- Wharfedale	2 $\frac{1}{4}$		
1 $\frac{1}{4}$	Ben Rhydding Rly. Sta.	2 $\frac{1}{2}$		
	ILKLEY	1 $\frac{1}{4}$	26	
	(Crescent Hotel.)			

TADCASTER TO ILKLEY. Reverse.—Forward past gasworks, and after passing through Burley bear *l.* at two forks, downhill, to Otley. At White Horse Inn turn towards Market Pl., and then bear *l.*, and forward out of town, and on to Poole. Leave road to sta. on *r.* on leaving village, and $\frac{1}{2}$ m. past Arthington Ch. bear *l.* and forward to Harewood. Continue direct forward, bearing *l.* at fork at 2nd m.s. to Collingham. Bear *l.* through village, and $\frac{1}{4}$ m. after leaving turn *r.* up hill; straight on at cross-roads, and thence by Route 229 (reverse).

ROUTE 233. LEEDS TO SELBY.

<i>Miles from Selby.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
21	LEEDS	...	...	Leave by Kirkgate and York Rd. Granite setts extend for $\frac{1}{2}$ m., after which the road is macadam. At Killingbeck leave the York Road and bear <i>r.</i> downhill to White Br.; thence a long rise
19	Killingbeck	2	2	

Route 233.

LEEDS TO SELBY—*continued.*

<i>Miles from Selby.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
18	Halton	1		through Halton (locally pronounced "Orton") to Whitkirk, after which the road undulates to West Garforth. Uneven macadam.
17½	Whitkirk	¾		
14¾	West Garforth	2½	6½	Slight descent just beyond the village, then level. At 2 m. cross Pontefract—Aberford Road, and 1½ m. further join Great North Road at Boot and Shoe Inn, and bear <i>r.</i> After a mile of level running bear <i>l.</i> (forward to Ferrybridge), and at 6½ m. cross Ferrybridge—Tadcaster Road. Level, with indifferent surface; fair at sides.
11½	Boot and Shoe P.H. ...	3½		
7	Monk Fryston	4½	14	Keep straight forward by a perfectly level road to Thorpe Willoughby, when there is a level crossing. Thence the road continues level and fairly good at sides to Selby.
4	Hambleton	3		
2½	Thorpe Willoughby ...	1½		
	SELBY	2½	21	

LEEDS TO SELBY. Reverse.—From the Market Pl. proceed by Cowthorpe, keeping *r.* at fork. At 3½ m. beyond Monk Fryston, by Boot and Shoe Inn, bear *l.*, and straight forward to West Garforth, when keep *r.* and follow the main road to Leeds.

ROUTE 234.

LEEDS TO RIPON.

<i>Miles from Ripon.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
26	LEEDS	...	...	(Briggate.) Follow tramlines up Briggate, New Briggate, North St., and Chapeltown Rd., passing at end of North St. junction of tramlines (on <i>l.</i>) to Meanwood, and then junction of electric trams on <i>r.</i> to Roundhay and Wetherby. Macadam commences after latter junction. Then straight forward with long gradual rise to Moortown. Thence an undulating road, with loose surface but steadily improving towards Harewood.
24	Moortown	2		
18½	Harewood	5½	7½	Here road from Tadcaster to Ilkley joins on <i>r.</i> Keep straight forward, descending a long hill which bends <i>l.</i> half-way down. At foot leave Ilkley road and turn <i>r.</i> ; cross Harewood Br., and a good easily undulating run to Pannal. Long descent from the village, followed by steep ascent, after which a good run into Harrogate. Good surface throughout.
17	Harewood Bridge	1½		
13½	Pannal	3½		

Route 234.

LEEDS TO RIPON—*continued.*

Miles from Ripon.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
11	Harrogate	2½	15	Route 231 to Ripley, where take <i>r.</i> hand road on leaving (<i>L.</i> to Pateley Br.). Excellent running over a succession of slight hills to Wormald Green, where is a sharp ascent. Thence easy road, with excellent surface to Ripon.
7½	Ripley	3½		
5¼	South Stainley.....	2¼		
4	Wormald Green	1¼		
	↑			
	RIPON	4	26	

LEEDS TO RIPON. *Reverse.*—Leave Market Pl. at S. end, and to *L.* down Skelgate Hill, then *r.* along Skelgate and over br. turn *r.*, then straight forward with sharp descent to Wormald Green. At ¼ m. beyond Ripley bear *r.*, and at Killinghall keep *L.* At 1 m. beyond Pannal take *r.* hand road to Harewood Br., just beyond which turn *L.* Keep *r.* in Harewood, thence a direct road to Leeds, where keep straight on with tramlines down Chapeltown Rd., North St., and New Briggate, to Briggate.

ROUTE 235. LEEDS TO WETHERBY.

Miles from Wetherby.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
12	LEEDS	...	...	Follow tramlines along Briggate to Sheepscar, where tramlines and granite paving end. Take <i>r.</i> hand road past Roundhay Park; steady rise from Sheepscar, terminating in a stiff ascent to Roundhay. Bad macadam.
	(Briggate.)			
11½	Sheepscar	½		Thence the road is chiefly on the descent to Scarcroft, after which it undulates by easy rises and falls. Fair surface. There is a slight ascent after passing Bardsey Sta., then level running to Collingham.
9	Roundhay.....	2½	3	
5¾	Scarcroft	3¼		
3¾	Bardsey Railway Sta.	2		Keep straight forward, crossing Tadcaster—Ikley Road. At end of village keep <i>L.</i> , and 1¼ m. further join Great North Road (Route 1) and turn <i>L.</i> into Wetherby. Easy undulations and fair surface.
2	Collingham	1¾	10	
¾	Function with Great North Road	1¼		
	WETHERBY	¾	12	

LEEDS TO WETHERBY. *Reverse.*—Keep straight forward by Great North Road (Route 1 reverse) till after crossing river, when turn *r.* to Collingham, where keep *L.* and follow main road direct to Leeds.

ROUTE 236. LEEDS TO SKIPTON.

(Via Ilkley.)

Miles from Skipton.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
25½	LEEDS (Briggate.)	...	...	Leave Briggate by Boar Lane and follow tramlines. Paving lasts for 1½ m., and is then succeeded by bad macadam. Steady rise with one short break. Forward past tram terminus straight uphill, passing waterworks, beyond which take <i>r.</i> at fork and <i>r.</i> again on nearing top of hill. Improving surface after tramlines end; undulating road with rise to Bramhope, then level to Dyneley Arms. Thence fine run downhill ("Otley Chevin") right into Otley, with good surface and fine view of Wharfedale from the top.
22½	Waterworks	3		
18	Bramhope	4½		
17½	Dyneley Arms P.H. ...	½		
15	Otley	2½	10½	Route 232 to Ilkley. Good easy road, mostly level, through the valley of R. Wharfe to Addingham. Long stiff ascent through the village, at end of which keep <i>r.</i> at fork, the road continuing uphill for ¾ m. to Chelker reservoir (on <i>r.</i>) Thence an easy run to Draughton, followed by a long descent by gentle slopes to Skipton. Passing Police Sta., proceed along Otley St. into High St.
9	Ilkley.....	6	16½	
6	↑ Addingham	3		
3½	Draughton	2½		
	Skipton (High Street.)	3½	25½	

LEEDS TO SKIPTON. Reverse.—Leaving High St. by Otley St. direct forward road to Ilkley, where keep forward past gasworks, and after passing through Burley bear *L.* at two forks, downhill to Otley. Take road by the church to the *S.*, and bear *L.* at fork before crossing rly. Forward at all cross-roads to Bramhope, where bear *L.* till tramlines are met at Headingley, when follow same to Briggate.

ALTERNATIVE ROUTE No. 1.

ILKLEY TO SKIPTON.

(Via Bolton Bridge.)

Miles from Skipton.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
12	ILKLEY	...	...	Route as above until before entering Addingham, when turn <i>r.</i> at Junction Inn (d.p.), and <i>r.</i> again at next fork, up winding gradually rising road. After short level stretch take <i>r.</i> again; steep drop, then undulating with sharp
9	↑ Addingham	3		

ILKLEY TO SKIPTON—*continued.*

Miles from Skipton.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
		↓	2 $\frac{3}{4}$	
6	Bolton Bridge (Devonshire Arms.)	↓	1	6
4	Long Causeway	↓	2	
3	Four Lane Ends.....	↓	1	
2 $\frac{1}{2}$		↓		
		↓	3 $\frac{1}{4}$	
	Skipton.....	↓	2 $\frac{1}{4}$	12

rise at Lob Wood, followed by steep, rough and dangerous descent; then level to Bolton Bridge. Good surface.

Cross bridge and turn *l.* (*r.* to Harrogate) past Devonshire Arms, long up and down gradients to Long Causeway, up which steep climb, then level to Four Lane Ends (*r.* to Halton East, forward to Embsay.) Turn *l.* to steep descent and ascent, then very steep descent. Undulating road until near Skipton, when again very steep and winding into town. Generally fair surface, but rough in parts.

ILKLEY TO SKIPTON (VIA BOLTON BRIDGE). *Reverse.*—Leaving by road to N. passing Holy Trinity Church and Castle, road bends *r.*, and keep *r.* at subsequent fork. At Four Lane Ends turn *r.* and at Devonshire Arms *r.* again and over br. Forward to Addingham where turn *l.* and follow route as above.

ALTERNATIVE ROUTE No. 2 (VIA EMBSAY).

Miles from Skipton.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
12 $\frac{3}{4}$	ILKLEY.....	...	...	
3 $\frac{1}{4}$	Four Lane Ends.....	↓	9	
		↓		
2	Embsay	↓	1 $\frac{3}{4}$	
1 $\frac{1}{2}$		↓		
	Skipton.....	↓	2	12 $\frac{3}{4}$

Above route to Four Lane Ends, where keep straight forward down steep hill, then easy but narrow road bearing *l.* into and through Embsay. Very steep descent through village. After short level, stiff climb, then easy undulations to junction with above route, above Skipton.

ILKLEY TO SKIPTON (VIA EMB SAY). Reverse.—At fork after leaving Skipton bear *l.* Bear *r.* into and through Embsay, and forward at Four Lane Ends. Thence by above route.

ROUTE 237. ILKLEY TO STEETON.

Miles from Steeton.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
7½	ILKLEY	...	...	Route 236 to Addingham, leaving which turn <i>l.</i> at fork. Long ascent of nearly 2 m., then mostly descending to Silsden, sloping down through the village and crossing R. Aire to rly. sta., where is a level crossing. Road rises into centre of Steeton village, joining Bradford—Skipton Road. Good surface.
4½	Addingham	3	...	
1¼	Silsden	3¼	...	
¼	Level Crossing	1	...	
	STEETON	¼	7½	

ILKLEY TO STEETON. Reverse.—From village cross rly. on level in ¼ m., and direct forward road to Addingham, where turn *r.* and follow Route 236 (reverse) to Ilkley.

ROUTE 238. BRADFORD TO LEEDS.

Miles from Leeds.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
9½	BRADFORD	...	...	Proceed by Leeds Rd. passing L. & Y. Rly. Sta. on <i>r.</i> At ¾ m. beyond Thornbury, road from Halifax joins on <i>r.</i> Macadam surface much cut up by heavy traffic.
8	Thornbury	1½	...	
7¼	Junction P.H.	¼	...	
5½	Stanningley	1¾	4	Route 116 to Leeds.
	LEEDS	5½	9½	

BRADFORD TO LEEDS. Reverse.—Route 116 (reverse) to Junction Inn, where keep *r.* and straight forward into Bradford.

ALTERNATIVE ROUTE FROM STANNINGLEY.

Miles from Leeds.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
10½	BRADFORD	...	...	Route as above to Stanningley, and at division of roads at end of village bear <i>l.</i> past Halfway

Alternative Route from Stanningley—*continued.*

Miles from Leeds.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
6½	Stanningley	4		House Inn, then a steep descent, with good surface, but bad paved crossing at foot. Thence slight rise passing Newlay on <i>l.</i> , to the descent of Acorn Hill, with a sharp bend at foot, and a crossing halfway down. Cross br. over canal, rly., and R. Aire, into Kirkstall. Fair macadam surface. Bear <i>r.</i> and follow tramlines, over granite paving, into Leeds.
4½	Acorn Hill	2		
3	Kirkstall	1½		
	LEEDS	3	10½	

BRADFORD TO LEEDS (ALTERNATIVE ROUTE). *Reverse.*—Leave Leeds by Wellington St., bearing *r.* round St. Philip's Ch., then keeping *l.* Turn *l.* and cross R. Aire and rly. by Kirkstall Sta., and just beyond bear *r.* up Acorn Hill and straight forward to Stanningley. Thence by route as above.

ROUTE 239. BRADFORD TO HARROGATE.

Miles from Harrogate.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
21¼	BRADFORD	...	...	Leaving Town Hall by Market St., turn <i>l.</i> up Bank St., cross Kirkgate, and forward along Darley St. and Manningham Lane, out of town. (Granite setts). Keep to <i>r.</i> at Manningham Park gates to Frizinghall. At fork at Branch Hotel (2½ m.) turn sharp <i>r.</i> downhill to Shipley, bearing <i>r.</i> over rly. br. and forward through Shipley (sett-paved). Sharp rise and fall to Menston: after crossing rly. keep <i>r.</i> at fork (<i>l.</i> to Burley), and turn sharp <i>r.</i> at foot of hill to Otley. Bad macadam surface.
19¼	Frizinghall	2		
		½		
18	Shipley	¾		
	(Market Place.)			
13¼	Menston	4¾		In Otley pass White Horse into Market Pl., and then turn <i>l.</i> passing Maypole. Just before reaching Pool, turn sharp <i>l.</i> at d.p. over R. Wharfe, then follow main road over good surface forward to junction with Leeds and Harrogate Road at 11¼ m. from Leeds, where turn <i>l.</i> and follow Route 234 to Harrogate.
11½	Otley	1¾	9¾	
	(White Horse Hotel.)			
8½	D.P. near Pool	3		
3½	Function with Leeds Road	5		
	Harrogate	3½	21¼	

BRADFORD TO HARROGATE. *Reverse.*—Route 234 (reverse) to fork at 3½ m. when turn *r.* and forward, until after crossing R. Wharfe, when turn sharp *r.* before entering Pool. In Otley keep *r.* past White Horse Hotel, and in 200 yds. bear *l.* at fork.

2 $\frac{3}{4}$ m. from Otley bear *r.* at fork past 7th m.s. from Bradford, and in Shipley keep to low side of Market Pl. At Branch Hotel turn *L.*, and forward down Manningham Lane, Darley St., and Bank St. to Market St., where turn *r.* to Town Hall.

ROUTE 240. BRADFORD TO RIPLEY.

A shorter route to Otley will be found under Route 239.

Miles from Ripley.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
22 $\frac{1}{4}$	BRADFORD (Town Hall.)	...	...	Leaving Town Hall by Market St. turn <i>r.</i> opposite Mid. Rly. Sta., along Forster Sq., up Church Bank and High St., and <i>L.</i> up Otley Rd. Good setts followed by good macadam at the sides of the tramlines. Gradual ascent to tram terminus at Undercliffe, then steady descent through Eccleshill becoming steeper to Apperley Bridge (R. Aire). Good surface.
20 $\frac{3}{4}$	Undercliffe	1 $\frac{1}{2}$		
19 $\frac{1}{2}$	Eccleshill	1 $\frac{1}{4}$		
18 $\frac{1}{4}$	Apperley Bridge	1 $\frac{1}{4}$	4	Cross canal at foot of hill, and turn <i>L.</i> and then <i>r.</i> over br., and uphill becoming steep at the top, then level to Little London. Straight on through village, and <i>L.</i> at foot of hill (<i>r.</i> to Leeds), at first descending over rough road, then level and improving to Guiseley.
17	Little London ..	1 $\frac{1}{4}$		
15	Guiseley	2	7 $\frac{1}{4}$	Cross rly. keeping <i>r.</i> at fork, and straight forward to junction with Route 239, which follow to Otley.
14 $\frac{1}{2}$	Function with Shipley Rd.	$\frac{1}{2}$		
11 $\frac{1}{2}$	Otley	2 $\frac{3}{4}$	10 $\frac{1}{2}$	Turn sharp <i>L.</i> from Market Pl., and descend to Otley Br., after crossing which turn sharp <i>r.</i> and skirt Farnley Park wall for 1 $\frac{1}{2}$ m. up long hill, when turn sharp <i>L.</i> over beck to Farnley. Steep descent to br. over R. Washburn, and similar ascent <i>L.</i> at $\frac{1}{4}$ m. and <i>L.</i> and <i>r.</i> again shortly after. At road-end at 4 m. turn <i>L.</i> , <i>L.</i> again at fork in 200 yds., and <i>r.</i> at fork a similar distance further. Then long descent over Stainburn Moor and rise through Beckwithshaw. Steep descent down Pot Bank, over Oak Beck, then equivalent ascent. Then long descent to beck, and rise to cross-roads (<i>r.</i> Harrogate, <i>L.</i> Skipton). Still rising, fair surface to Killinghall, where join Harrogate Road, turning <i>L.</i> to Ripley (Route 231).
11 $\frac{1}{2}$	Orley Bridge	$\frac{1}{4}$		
9 $\frac{3}{4}$	Farnley	1 $\frac{3}{4}$		
9	Lindley Bridge	$\frac{3}{4}$		
4 $\frac{1}{2}$	Beckwithshaw	4 $\frac{1}{2}$		
2 $\frac{1}{2}$	Cross-road	2		
1 $\frac{1}{4}$	Killinghall	1 $\frac{1}{4}$		
	RIPLEY	1 $\frac{1}{4}$	22 $\frac{1}{4}$	

BRADFORD TO RIPLEY. Reverse.—At Killinghall turn *r.* at fork, and after passing through Beckwithshaw bear *r.* at fork, and *L.* $\frac{1}{2}$ m. further. About $\frac{1}{2}$ m. after crossing two becks turn *r.* at d.p. and shortly *L.* to Lindley Br. $\frac{1}{4}$ m. after leaving Farnley turn *r.* at Park wall, then *L.* over Otley Br. and *r.* on entering Market Pl. Follow Shipley route to 2 $\frac{3}{4}$ m. where turn *r.* at fork, and 2 $\frac{1}{4}$ m. further turn *r.* uphill past

Little London. After crossing Apperley Br. turn sharp *l.* then *r.* over canal, and forward to Undercliffe, where trams begin. Turn *r.* down High St. and Church Bank, *r.* along Forster Sq. to Mid. Rly. Sta., then *l.* along Market St. to Town Hall.

ROUTE 241. BRADFORD TO BURLEY.

Miles from Burley.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
10	BRADFORD	...	...	Route 239 to fork $\frac{1}{2}$ m. past Menston, when bear <i>l.</i> and steady descent to Burley. Bear <i>l.</i> entering village. Bad macadam surface.
2	Menston	8		
	BURLEY-IN-WHARFEDALE	2	10	

BRADFORD TO BURLEY. *Reverse*—Leaving Burley by Otley Rd., turn *r.* at fork on leaving village, and forward to Menston, whence follow Route 239 (reverse).

ROUTE 242. BRADFORD TO KENDAL.

Miles from Kendal.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
65 $\frac{1}{2}$	BRADFORD	...	...	From Town Hall follow Market St., passing Exchange (on <i>l.</i>). Turn <i>l.</i> up Cheapside into Manningham Lane, and then keep straight forward. Good granite setts past Lister Park to Frizinghall, whence macadam, setts and tram-lines straight on, leaving most of Shipley on <i>r.</i> , through Saltaire. Undulating road; bad macadam.
	(Town Hall.)			
59 $\frac{1}{2}$	Bingley	6	6	Sharp descent through the town, which is badly paved, and should be ridden carefully. Bear <i>r.</i> at end of main street and follow main road to Keighley. Easy road; bad macadam surface.
56	Canal Bridge	3 $\frac{1}{2}$		
55	Keighley	1	10 $\frac{1}{2}$	In the town turn <i>r.</i> , by Victoria Hotel, along Cavendish St.; bad paving. At end of street, by Mechanics' Institute, turn <i>r.</i> into main Skipton Rd. For the first mile the surface is asphalte, thence good macadam and easily undulating.
53 $\frac{3}{4}$	Utley	1 $\frac{1}{4}$		
52	Steeeton	1 $\frac{3}{4}$		At fork just beyond Eastburn Br. bear <i>r.</i> to Kildwick (<i>l.</i> to Burnley), where turn <i>l.</i> Thence the road follows the course of the Leeds and Liverpool Canal to Skipton. Level, and fair surface.
50 $\frac{1}{2}$	Eastburn Bridge	1 $\frac{1}{2}$	15	
49 $\frac{3}{4}$	Kildwick	$\frac{3}{4}$		

Route 242. **BRADFORD TO KENDAL**—*continued.*

<i>Miles from Kendal.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
45	Skipton (High Street.) ↓	4 $\frac{3}{4}$	20 $\frac{1}{2}$	At top of High St. turn sharp <i>l.</i> by Trinity Ch., cross canal, and turn <i>l.</i> again in Water St., then straight forward with good undulating road; long easy slopes excepting one short but steep descent at 2 $\frac{3}{4}$ m.
40 $\frac{1}{2}$	Gargrave	1 $\frac{3}{4}$	25	Level through the town, then a long steady rise, followed by a gradual descent to Coniston Cold, through which the road rises by a stiff gradient.
38 $\frac{1}{2}$	↑ Coniston Cold..... ↑	2		After a short fall comes a long steady rise over Coniston Moor, followed by a descent, generally rough and loose, and a further rise, from the top of which is a steep descent to Hellifield.
35 $\frac{1}{2}$	Hellifield	3	30	Keep to <i>r.</i> in the village, and turn <i>l.</i> when through rly. arch. Good level road to within $\frac{1}{2}$ m. of Long Preston; thence rather uneven to the village.
33 $\frac{1}{2}$	Long Preston	2	32	Keep straight forward over an easily undulating road to Settle. Good limestone surface.
29 $\frac{1}{2}$	Settle.....	4	36	Downhill through the town, at end of which bear <i>l.</i> and cross R. Ribble, then bear <i>r.</i> up a steep ascent to Giggleswick where sharp <i>r.</i> After a short fall the road rises for 1 $\frac{1}{2}$ m. to the top of Buckabrow, the upper part of which is very steep. This is followed by a long descent, rather steep at the top, requiring care. The road continues very undulating with sharp awkward rises and falls, but becomes easier towards Clapham. Fair surface.
29	Giggleswick	$\frac{1}{2}$		
27 $\frac{1}{2}$	↑ Buckabrow Hill ↓	1 $\frac{1}{2}$		
23	Clapham	4 $\frac{1}{2}$	42 $\frac{1}{2}$	Keep straight on after crossing stream; moderate ascent on to Newby Moor. Thence undulating with a long gradual descent, leaving Ingleton $\frac{1}{2}$ m. to <i>r.</i> Cross R. Greta, and ascend a long easy slope to West House; the gradient becomes heavier towards the village.
	(Ingleton, 47 $\frac{3}{4}$ m.) ↑			
17 $\frac{1}{4}$	West House	5 $\frac{3}{4}$	48 $\frac{1}{4}$	The road is thence very hilly, with poor surface, for 2 m., when there is a steep descent requiring care, followed by a fair surface to Cowan Bridge.
14 $\frac{1}{2}$	Cowan Bridge	$\frac{3}{4}$		$\frac{1}{2}$ m. further is a short steep descent, after which the road improves, and it is easier riding. Steep winding descent, requiring care, to R. Lune, just before reaching Kirkby Lonsdale, then a sharp rise into town.
	↓	$\frac{1}{2}$		
	↓	1 $\frac{1}{2}$		
12	↑ Kirkby Lonsdale ... (Square.) ↓	$\frac{1}{2}$	53 $\frac{1}{2}$	Proceed straight up street; just past the Red Dragon P.H. turn sharp to <i>l.</i> round Market Hall, and bear to <i>r.</i> at fork at District Council Offices, round to W. gate of church. Here

Route 242.

BRADFORD TO KENDAL—*continued.*

Miles from Kendal.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
5	Old Hutton P.O. ↓ ↓ ↓ ↓	7 $\frac{1}{2}$		bear to <i>l.</i> up road opposite, rising steadily (bearing to <i>r.</i> at d.p. at $1\frac{1}{2}$ m.) for $2\frac{3}{4}$ m. Then descent for $\frac{1}{4}$ m., when bear to <i>l.</i> at d.p., and over undulating road with upward tendency for 2 m. Easy descent for 2 m., then steep to Old Hutton P.O. $1\frac{3}{4}$ m. further, at fork, bear <i>l.</i> to Beehive Inn, and then direct, over falling road, to Nether Br. After crossing bear to <i>r.</i> and then to <i>l.</i> , up Highgate, to Town Hall, Kendal. Good surface.
$2\frac{1}{4}$	Oxenholme Rly. Sta....	$2\frac{1}{4}$		
$\frac{1}{4}$	Nether Br.	2		
	Kendal (Town Hall.)	$\frac{1}{4}$	$65\frac{1}{2}$	

BRADFORD TO KENDAL. Reverse.—Proceeding down Highgate bear to *l.* at foot over Nether Br., then to *r.* along Netherfield and Lound Road, and at fork (d.p.) leave the river, bearing *l.*, and $\frac{1}{2}$ m. further at d.p. keep *l.*-hand forward road. At Oxenholme Rly. Sta. bear to *r.*, then to *l.* over br., then *l.*, and again *r.*; thence direct road to Kirkby Lonsdale. Steep descent from the town (requiring care), then straight forward over a very hilly road, requiring constant care, until near Settle, when bear *r.* after crossing R. Ribble. Leave the town by Duke St., and straight on to Long Preston. On crossing river at end of village take *l.*-hand road to Hellfield, when bear *l.*, and when through the village bear *r.* at fork. Several steep descents to Coniston Cold, whence a direct forward road to Skipton. Leave Skipton by High St. and Keighley Rd., and follow main road to Keighley. At Mechanics' Institute bear *l.* along Cavendish St., at end of which turn *l.* and cross rly. br. by the sta. At $1\frac{1}{4}$ m. beyond Bingley bear *l.* at fork, and 1 m. further keep *r.* Entering Bradford bear *l.* by the Grammar School along Cheapside to Kirkgate, when turn *l.* for a few yards, then *r.* along Market St. to Town Hall.

ALTERNATIVE ROUTE.

KIRKBY LONSDALE TO KENDAL.

Via Crooklands.

Although $\frac{3}{4}$ m. further the following route will be found to be so much easier as to more than compensate for the additional distance travelled.

Miles from Kendal.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
$66\frac{1}{4}$	BRADFORD	...	...	Route as above to Kirkby Lonsdale, where turning round Royal Hotel ascend steep hill, and at

KIRKBY LONSDALE TO KENDAL—*continued.*

Miles from Kendal.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
12 $\frac{3}{4}$	Kirkby Lonsdale ... ↑	53 $\frac{1}{2}$	53 $\frac{1}{2}$	summit keep to r.; thence direct road to Crooklands, undulating and containing several short steep descents and ascents (past Plough Inn is one descent especially steep). There turn to r. and follow Route 2, Lancaster to Kendal, via Burton. Fair surface.
	↓			
	↓			
	↓			
8 $\frac{1}{2}$	Plough Inn	4 $\frac{1}{4}$		
	↓			
6 $\frac{1}{2}$	Crooklands	2		
	Kendal	6 $\frac{1}{2}$	66 $\frac{1}{4}$	

BRADFORD TO KENDAL (ALTERNATIVE ROUTE). *Reverse*—Route 2 (No. 3 alternative, reverse) to $\frac{1}{2}$ m. beyond Crooklands, when turn L. at fork. After passing Plough Inn road bends L.; keep L. past smithy and forward to Kirkby Lonsdale. Entering town keep L., and then immediately turn sharp r. down steep hill (requiring care) into main street at Royal Hotel.

ROUTE 243. HALIFAX TO KEIGHLEY.

Miles from Keighley.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
12	Halifax	...	...	Leave the town by Corporation St., Lee Br., Lee Bank, stiff ascent of $\frac{1}{4}$ m., Ovenden Rd., to Ovenden Cross. Here bear to L., continuous rise to Illingworth; after passing church bear to L., ascent through cutting of $\frac{1}{4}$ m., after which a sharp descent to Denholme Gate. After passing church on r. another descent with sharp turn to r. at bottom; slight rise through Denholme.
	↑			
10 $\frac{1}{2}$	Ovenden	1 $\frac{1}{2}$		
9 $\frac{1}{2}$	Illingworth	1		
7 $\frac{1}{2}$	Causewayfoot	2		1 m. further at Craven Heifer turn L. over Manywell Heights, road undulating. Here the road turns sharp L. and a sharp descent is made to cross-roads, the gradient moderating somewhat; at the second turn (near the White Horse Inn) the gradient increases, and for 200 yds. requires great caution. Ingrow Sta. is passed on r. at
5 $\frac{1}{2}$	Denholme	2	6 $\frac{1}{2}$	
4	Manywell Heights	1 $\frac{1}{2}$		
	↓			
2 $\frac{1}{2}$	Cross-roads	1 $\frac{1}{2}$		
	↓			

Route 243. HALIFAX TO KEIGHLEY—continued.

<i>Miles from Keighley.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
I	Ingrow	1½		the foot of the hill. Tramlines commence here and run through Keighley, the route following the lines into the town.
	Keighley	I	12	

HALIFAX TO KEIGHLEY. *Reverse.*—Follow tram lines to Ingrow, and keep straight forward with a direct road to Halifax.

ROUTE 244. RIPON TO PATELEY BRIDGE AND GRASSINGTON.

<i>Miles from Grassington.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
22	RIPON	...	...	From Cathedral (W. front) bear straight forward and bear <i>l.</i> along Westgate and down Park St. to br. over river. Thence long steady climb (passing road on <i>l.</i> to Fountains Abbey) and short steep descent to Studley Park gates. Thence long gradual rise for 1 m., followed by steady descent, growing steeper and eventually dangerous, to Grantley Bridge (R. Skell). Capital surface.
	(Cathedral.)			
21¼	Bridge	¾		
	(Fountains Abbey, 4 m.)			
19¾	Studley Park Gates	1½		
	↓			
17¼	Grantley Bridge	2½	4¾	Steep ascent on opposite side, the road bending <i>r.</i> and then <i>l.</i> to Blackamoor Inn, where keep <i>r.</i> at fork (<i>l.</i> to Sawley), and steady climb for 2¼ m. Here at d.p. road branches off to the famous Brimham Rocks on <i>l.</i> (which, but 1½ m. distant, are well worthy of a visit if only for the magnificent scene to be obtained therefrom). Then steep descent for 1 m. to br. over beck, and similar ascent, then sharply undulating road to junction with Harrogate Road at 2 m., where turn <i>r.</i> and forward into Pateley Bridge. Good but variable surface to Pateley Bridge, which is sett paved.
	↑			
	Blackamoor P.H.	¾		
	(Sawley, 5¼ m.)			
	(Brimham Rocks, 7½ m.)			
	↓			
12¼	Junction with Harrogate Road	2		
	↓			
11	Pateley Bridge	1¼	11	Turn <i>l.</i> and descend to br. over R. Nidd and past rly. sta., then straight forward. Long steep ascent up Greenhow Hill to Keld Houses, where still keep forward, and similar long steady descent to ½ m. past Pheasant Inn, where bear
	↑			

Route 244. RIPON TO PATELEY BRIDGE AND GRASSINGTON—continued.

Miles from Grassington.	Places on the Road.	Mileage.		General description of the Road.
		Intermedi-ate.	Total.	
7	Keld Houses	4		<i>r.</i> at fork, and steep descent to br. over <i>r.</i> Dibb. Short ascent and then fall into Hebden. Very rough surface and a lonely road.
5	Pheasant P.H.	2		
	↓			
1 $\frac{3}{4}$	Hebden	3 $\frac{1}{4}$	20 $\frac{1}{4}$	Keep straight forward over br. (Hebden Beck) for 1 $\frac{1}{4}$ m., when turn <i>r.</i> , and road bends <i>l.</i> into Grassington.
	GRASSINGTON	1 $\frac{3}{4}$	22	

RIPON TO PATELEY BRIDGE AND GRASSINGTON. *Reverse.*—Leaving village keep *r.* at fork, and turn *l.* in $\frac{1}{2}$ m., forward to Hebden. Continuing by road to E. direct forward to Pateley, great care being necessary all the way from Keld Houses. In the middle of the village turn *r.*, and a little over 1 m. further bear sharp *l.* at d.p. Then direct forward road to Blackmoor Inn, after which bear *r.* and then *l.* and dangerous descent to Grantley Br. After crossing br. on nearing Ripon bear *r.* up Park St., and along Westgate and forward to Cathedral.

ROUTE 245. PATELEY BRIDGE TO SKIPTON.

Miles from Skipton.	Places on the Road.	Mileage.		General description of the Road.
		Intermedi-ate.	Total.	
17 $\frac{3}{4}$	PATELEY BRIDGE	...	...	Route 244 to Pheasant Inn, $\frac{1}{2}$ m. beyond which bear <i>l.</i> at fork, $\frac{3}{4}$ m. further, <i>l.</i> again. 1 $\frac{1}{2}$ m. on, turn <i>r.</i> at church, and in little over $\frac{1}{4}$ m. <i>l.</i> Very steep descent to Barden Br., cross same, and bearing <i>l.</i> pass Barden Tower, and straight forward to Eastby. Turn <i>r.</i> and in $\frac{3}{4}$ m. sharp <i>l.</i> , and $\frac{1}{4}$ m. further <i>r.</i> into Embsay. A hilly road, requiring care throughout, with poor surface, frequently covered by loose stones.
11 $\frac{1}{4}$	Pheasant Inn	6		
	↑			
6 $\frac{1}{2}$	Barden Br.	5 $\frac{1}{4}$		
	↑			
3 $\frac{1}{4}$	Eastby	3 $\frac{1}{4}$		
	↑			
	↓			
2	Embsay	1 $\frac{1}{4}$	15 $\frac{3}{4}$	Thence by Route 234 (alternative No. 2) to Skipton.
	Skipton	2	17 $\frac{3}{4}$	

PATELEY BRIDGE TO SKIPTON. *Reverse.*—Route 234 alternative No. 2 (reverse) to Embsay, leaving which turn *l.*, and in $\frac{1}{4}$ m. *r.* through Eastby. At east end of village turn *l.* and forward to Barden Tower, where bear *r.* over Barden Br., and turn *l.* immediately after crossing. 2 m. further turn sharp *r.*, and shortly after *l.* at church, then $1\frac{1}{2}$ m. further bear *r.* and in $\frac{3}{4}$ m. *r.* again joining road from Hebden, whence Route 244 (reverse) to Pateley Bridge.

ROUTE 246.

HARROGATE TO BOLTON BRIDGE.

<i>Miles from Bolton Br.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
16	Harrogate	...	...	From centre of town proceed by Parliament St. and Ripon Road to Little Wonder, where turn sharp <i>l.</i> round large gasometer. Then straight forward, with long rise, followed by undulating narrow road, keeping <i>l.</i> at 6 m., but generally good surface to Blubberhouses. Here is a steep descent, dangerous until round second bend, then long winding ascent with loose surface, through pine woods and moorland; thence undulating to Hazlewood. Several sharp rises and falls, but with good surface, then a steep descent to Bolton Bridge (Bolton Abbey $\frac{3}{4}$ m. on <i>r.</i>)
15	Little Wonder	I		
7	Blubberhouses	8	9	
5 $\frac{1}{4}$	↑ ↓			
1 $\frac{3}{4}$	Hazlewood	5 $\frac{1}{4}$	16	
	BOLTON BRIDGE	1 $\frac{3}{4}$		
	(Devonshire Arms.)			

HARROGATE TO BOLTON BRIDGE. *Reverse.*—Crossing br. keep direct forward to Little Wonder, when turn *r.* into Harrogate.

ROUTE 247. SKIPTON TO MIDDLEHAM.

<i>Miles from Middleham</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
31 $\frac{3}{4}$	Skipton.....	...	...	Leave by road to N., turning <i>l.</i> at Holy Trinity Ch., and <i>r.</i> at fork $\frac{1}{2}$ m. further. Long steady ascent past Craven Heifer P.H., then fairly level but rather loose road to Rilstone. Keep <i>r.</i> through village, and about 1 m. further turn <i>r.</i> to Cracoe. Bear <i>l.</i> till about $\frac{1}{4}$ m. past village, then turn <i>l.</i> down slight hill and up again to Catch All Inn. Here keep to <i>r.</i> and straight forward through Linton, gradually
30	Craven Heifer P.H. ...	1 $\frac{3}{4}$		
27	Rilstone.....	3		
25 $\frac{3}{4}$	Cracoe	1 $\frac{1}{4}$		
24 $\frac{1}{4}$	Catch All P.H.	1 $\frac{1}{2}$		

Route 247. SKIPTON TO MIDDLEHAM—continued.

Middleham.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
3½	Linton	¾		descending to br. over R. Wharfe, and ascent to Grassington. Fair surface, and for the district not at all a hilly road.
2½	Grassington	1	9¼	Leaving the village on r. keep straight forward by the Wharfe through Conistone, and keep l. just after leaving village and straight on to Kettlewell, turning r. into village. Undulating road with poor surface.
1½	Conistone	3		
5	Kettlewell.....	3½	15¾	Proceeding through village turn l. before reaching end, and in 150 yds. bear r. at fork, then forward over a rough mountain road, frequently unrideable and very hilly, to Horse-house.
1½	Woodale	6½		
5½	Bradley	1		
7¾	↑ Arkleside	¾		
7¼	↑ Horse House	½	24½	Keeping straight forward over a steadily falling road, with improving surface, sharp rise to Carlton. Turn r. through village, and shortly after leaving, after crossing Cat Gill, bear r. at fork. Thence an undulating run with fair surface, keeping l. at 5¼ m., to Middleham.
5	Gammersgill.....	1¼		
4¼	Carlton	1¼		
	MIDDLEHAM ...	4¾	31¾	

SKIPTON TO MIDDLEHAM. Reverse.—Taking the road to the S. bend r. round The Hall, and shortly after bear l. at fork. 2 m. further keep to l. at fork, and at Carlton turn sharp l. at further end of village and straight on until ½ m. beyond Woodale, when bear l. at fork and direct road to Kettlewell. Turn r. and proceed through village, and at end bear l. over br. and direct forward to Grassington. Leave by road running down to br. over R. Wharfe, and straight forward until about 1 m. past Catch All Inn, when at top of slight ascent turn r. through Cracoe, just past which turn l. Then direct forward to Skipton.

NOTE.—From Kettlewell to Arkleside is one of the worst roads in the dales, frequently covered with grass and loose stones, and often merely a mountain track. It is almost entirely used by cattle drovers, and is more suitable to the pedestrian than the cyclist, although the scenery is very wild and grand.

ROUTE 247A. SKIPTON TO MALHAM.

Malham.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
1¼	Skipton.....	...	...	Route 242 until within ¾ m. of Gargrave, when turn r. and cross canal, then keep r. and in 1 m. turn l. (d.p.) leaving Eshton Hall on r.,
7½	Gargrave Canal Bridge	3¾		

Route 247a.

SKIPTON TO MALHAM—*continued.*

Miles from Malham.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
6½	Eshton Hall ↑ (Fork.)	1		and forward to Airton. The road at first has a steep ascent, then undulating, becoming more level towards Airton. Thence as in Route 248 to Malham.
2¾	Airton.....	3¾	8½	
	MALHAM.....	2¾	11¼	

SKIPTON TO MALHAM. *Reverse.*—Route 248 (reverse) to Airton, whence proceed towards Eshton Hall. At fork turn *r.*, and in 1 m. *L.* over canal, then *L.* again on joining main road, whence Route 242 (reverse) to Skipton.

NOTE.—This route leads through Eshton Park, where the scenery is delightful.

ROUTE 248. LONG PRESTON TO MALHAM.

Miles from Malham.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
8½	LONG PRESTON.....	...	...	Leaving by road to S.E., cross beck and immediately turn sharp <i>L.</i> and over rly., and almost level run to Hellifield. Shortly after passing Black Horse Inn turn <i>L.</i> , re-crossing rly., and a pretty and easy run to Airton. In village turn <i>L.</i> , and forward with sharp descent into Kirkby Malham, then a similar road, gradually rising, and again a sharp fall into Malham. Good surface.
6½	Hellifield	1¾		
4½	Otterburn	2		
2¾	Airton.....	1¾		
1½	Kirkby Malham	1½		
	MALHAM.....	1½	8½	

LONG PRESTON TO MALHAM. *Reverse.*—Proceed due South to Airton, where turn *r.* and straight on to Black Horse Inn at Hellifield, where turn *r.*, and passing under rly. br. bear *L.* and forward to bridge over beck, when turn sharp *r.* over same and up into Long Preston.

ROUTE 249. CONISTON COLD TO MALHAM.

Miles from Malham.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
5¾	CONISTON COLD (Inn.)	...	...	Turning <i>r.</i> from Skipton Rd. at inn, forward under rly. viaduct to Bell Busk Br. (hamlet and

Route 249. CONISTON COLD TO MALHAM—continued.

Malham.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
1 3/4	Bell Busk Bridge	1		rly. sta. a little to l.). Turn r. over bridge and immediately l. over a sharply undulating road (requiring constant care) to Airton. Poor surface.
2 3/4	Airton	2	3	Straight forward; Route 248 to Malham.
	MALHAM	2 3/4	5 3/4	

CONISTON COLD TO MALHAM. *Reverse*.—Route 248 (reverse) to Airton where keep straight forward to Bell Busk Br. Cross br. and immediately turn l. and forward to Coniston Cold.

ROUTE 250.

PRESTON TO BURNLEY AND SKIPTON.

Skipton.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
8 3/4	PRESTON	...	...	Follow Route 251 to Five-barred Gate Inn, where keep straight forward (l. to Whalley, r. to Walton-le-Dale) over good undulating road, passing Samlesbury Hall, and then gradual ascent to Windmill Inn. After passing Yew Tree Inn steep rise to Billinge End, where tramlines commence. After passing Fox and Grapes P.H., steep descent into Blackburn; keep straight forward down Preston New Rd., leaving macadam at large lamp, then sets along Market St. to Town Hall.
5 3/4	Five-barred Gate P.H.	3 1/2		
4 1/4	Halfway House P.H.	1		
3 3/4	Samlesbury Old Hall	1 1/2		
3	Windmill P.H.	1 1/2		
1 1/2	Yew Tree P.H.	1 1/2		Turn l. by Town Hall, and to r., passing behind the market along Victoria St. to Church St., where turn l. to large lamp. Keep straight forward up Salford, and at top join tramlines; follow them up Eanam, Higher Eanam, Bottomgate and Furthergate, to Wellington Inn, where keep r., and just beyond foot of Fecit Brow keep l. Follow tramlines through Church, and at fork just before Accrington Sta. keep r. under rly. br., and straight forward along Blackburn Rd. to the Town Hall. Macadam at side of tramlines from Bottomgate.
0 1/4	Billinge End.....	8/4		
0 1/4	BLACKBURN	1 1/2	9	
8 1/2	Intack	1 1/4		
26 3/4	Church	1 3/4		

Route 250. PRESTON TO BURNLEY AND SKIPTON

—continued.

<i>Miles from Skipton.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
24 $\frac{3}{4}$	Accrington (Town Hall.)	2	14	Proceed along Blackburn Rd., up Peel St., turn <i>l.</i> along Whalley Rd., then to <i>r.</i> up Burnley Rd. Long steady rise to Hapton Inn, then gradually downhill, with short steep rise to Rosegrove. Then gradual descent, afterwards steeper, to junction with Padiham Rd., where turn <i>r.</i> down Westgate (steep descent) with tramlines, and along St. James St. to large lamp at end of Manchester Rd. by Bull Hotel. Good macadam from foot of Burnley Rd. in Accrington, to within 1 $\frac{1}{4}$ m. of Burnley, when rough setts begin.
22	Hapton Inn	2 $\frac{3}{4}$		
20 $\frac{1}{4}$	Rosegrove.....	1 $\frac{3}{4}$		
18 $\frac{1}{2}$	Burnley (Bull Hotel.)	1 $\frac{3}{4}$	20 $\frac{1}{4}$	From lamp keep straight forward along St. James St. and Nelson Rd., following tramlines over undulating road, mainly rising to Nelson.
15 $\frac{1}{2}$	Brierfield	3		At end of tramlines keep straight on, with steep ascent into Colne; fair surface.
14 $\frac{1}{4}$	Nelson	1 $\frac{1}{4}$	24 $\frac{1}{2}$	
12	Colne ↓	2 $\frac{1}{4}$	26 $\frac{3}{4}$	Forward to Market St., where turn <i>l.</i> by Methodist Chapel, and descend hill, then rise and fall to Foulridge, passing reservoir. At Hare and Hounds Inn keep <i>l.</i> , and forward with poor surface to Kelbrook, becoming worse, over rising and falling road and level crossing; steep ascent to Thornton.
10 $\frac{1}{2}$	Foulridge	1 $\frac{1}{2}$		Long descent, at first steep then fairly level; crossing R. Aire and passing rly. sta., proceed along Swadford St. to Market Pl., Skipton. Good surface.
9	Kelbrook	1 $\frac{1}{2}$		
6	↑ Thornton	3	32 $\frac{3}{4}$	
	↓ Skipton (Market Place.)	6	38 $\frac{3}{4}$	

PRESTON TO BURNLEY AND SKIPTON. Reverse.—Turn W. along Swadford St. past sta., and cross R. Aire. Just beyond 4th m.s. turn *l.* (*r.* to Gisburn); at top of hill at Thornton keep *l.* (*r.* to Barnoldswick), and after passing reservoir at Foulridge keep *l.* to Colne. Ascent to Market St., where turn *r.* and straight on to Nelson, where tramlines begin. Forward into Burnley by St. James St., and keep straight forward, following tramlines up Westgate to Mitre Inn, where turn *l.* along Accrington Rd., and straight on to Accrington. Turn *l.* at foot of Burnley Rd., then take first turn on *r.* down Peel St., and then *r.* along Blackburn Rd. to Town Hall. Keep forward, following tramlines through Church, turning *r.* at Old Toll Gate Inn, Fecit Brow, and forward to Blackburn. Enter by Furthergate, Bottomgate, Higher Eanam, and Eanam, at foot of which turn *r.* (leaving tramlines) down Salford. Straight forward along Church St. to Victoria St., where turn *r.* along same, then *l.* by the Market to Town Hall. To *r.* past Town Hall, along Market St., and straight forward by Preston New Rd. to Billinge End, whence direct to Five-barred Gate P.H. Keep straight on at fork till tramlines are met, when follow same along Stanley St. and Church St. to Preston Town Hall.

ALTERNATIVE ROUTE (No. 1).

PRESTON TO BLACKBURN.

(Via Old Road.)

Miles from Blackburn.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
I	PRESTON	...	...	Proceed along Fishergate, and at end turn <i>r.</i> After $\frac{1}{4}$ m. short steep descent to Ribble Br., then paved road through Walton-le-Dale, where turn <i>l.</i> at fork (<i>r.</i> to Chorley). Good macadam surface, with slight ascent to Hoghton Sta. (level crossing), whence uphill past church, where bear <i>l.</i> and descend past Star Paper Mills, from whence short ascent followed by undulating road to Witton, where setts begin and continue into Blackburn. Keep forward along Redlam Brow and King St., and at top turn <i>l.</i> then <i>r.</i> by Swan Hotel, and down Church St. to Old Bank, where turn to <i>l.</i> along King William St. to Town Hall. Tramlines from just past Witton.
		$\frac{1}{2}$		
9 $\frac{1}{4}$	Walton-le-Dale	I $\frac{1}{4}$		
5 $\frac{1}{2}$	Hoghton Station.....	3 $\frac{3}{4}$		
3	Pleasington	2 $\frac{1}{2}$		
2	Cherry Tree P.H.	I		
1 $\frac{1}{4}$	Witton	$\frac{3}{4}$		
	BLACKBURN	I $\frac{1}{4}$	II	
	(Town Hall.)			

PRESTON TO BLACKBURN (VIA OLD ROAD). *Reverse.*—Proceed down King William St., then to *r.* at old Bank, up Church St., to *l.* by Swan Hotel; then *r.* and down King St., thence forward to ascent past Star Paper Mills. At top of hill keep *r.*, passing church, to Walton-le-Dale. Here keep to *r.* over rough pavement, and to *l.* over R. Ribble. Steep ascent to prison, where tramlines are met, and following these proceed up Church St. and Fishergate to Preston Town Hall.

ALTERNATIVE ROUTE (No. 2).

COLNE TO SKIPTON.

(Via Glusburn.)

Miles from Skipton.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
13	Colne	...	...	Straight forward through town, and $\frac{1}{2}$ m. beyond keep to <i>r.</i> , after which hilly road to Glusburn, 1 m. beyond which join Bradford Road and turn to <i>l.</i> up the valley of the Aire; thence direct into Skipton. The first portion of the road from Colne is bad, but it afterwards improves.
11	Laneshaw Bridge	2		
8 $\frac{1}{4}$	Ickornshaw	2 $\frac{3}{4}$		
6	Glusburn	2 $\frac{1}{4}$		
	Skipton	6	13	

COLNE TO SKIPTON (VIA GLUSBURN). *Reverse.*—Follow Bradford route for 5 m. when turn to *r.*, thence keep straight forward through Colne.

ROUTE 251. PRESTON TO CLITHEROE AND SKIPTON.

<i>Miles from Skipton.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
33 $\frac{3}{4}$	PRESTON	...	...	Proceed E. along Church St. (setts), down gradual incline, turn <i>r.</i> at end of street, and then take first turn <i>L.</i> , following tramlines. 200 yds. further pavement ceases on south side, and at Cemetery tramlines and pavement together terminate. Thence very steep descent to Ribble Br., and long gradual rise, over good macadam, to Five-barred Gate Inn. Bear <i>L.</i> at d.p. along somewhat rough road, past Myerscough Inn into Mellor Brook. Keep straight forward, but bearing <i>L.</i> , and surface improves, with steep descent and ascent to Parkgate Inn, then a series of easy descents past Langho. Steep descent into Whalley, with sharp turn to <i>L.</i> to br. over R. Calder thence straight forward through village. Good surface from Mellor Brook, with pretty scenery.
	(Town Hall.)			
32 $\frac{1}{2}$	Cemetery.....	1 $\frac{1}{4}$		
	↓			
31 $\frac{3}{4}$	Ribble Bridge	$\frac{3}{4}$		
30 $\frac{1}{4}$	Five-barred Gate P.H.	1 $\frac{1}{2}$		
28 $\frac{1}{4}$	Myerscough P.H.	2		
27 $\frac{1}{4}$	Mellor Brook	1		
24 $\frac{1}{4}$	Park Gate P.H.	3		
22 $\frac{1}{4}$	Langho	2		
	↓			After easy ascent of $\frac{1}{2}$ m. bear <i>L.</i> , thence undulating road, with steep rise into Clitheroe. Excellent surface.
20 $\frac{3}{4}$	Whalley ..	1 $\frac{1}{2}$	13	
17	Clitheroe	3 $\frac{3}{4}$	16 $\frac{3}{4}$	
15	Chatburn	2		
13	Sawley	2	20 $\frac{3}{4}$	
	↑			
10	Gisburn	3	23 $\frac{3}{4}$	
7 $\frac{1}{2}$	↑			
6 $\frac{3}{4}$	↑			
	↓			
5 $\frac{1}{2}$	West Marton ..	1	28 $\frac{1}{4}$	Just before reaching Abbey ruins, bear <i>r.</i> (d.p.), and ascend steep hill; from the top a fairly good undulating road to Gisburn.
4 $\frac{1}{2}$	East Marton	1		
	↓			
	Skipton	4 $\frac{1}{2}$	33 $\frac{3}{4}$	Cross Burnley—Settle Road; fairly good and undulating run for 2 m., then a stiff climb of $\frac{1}{2}$ m., often rough. $\frac{3}{4}$ m. further is another steep ascent, after which the road falls rapidly through a plantation then rises steadily to West Marton. Good surface.
				Long rise and fall to East Marton, continuing downhill through the village and requiring great care. Descent continues for 1 m. after crossing canal at end of village; then undulating with good surface to Skipton.

PRESTON TO CLITHEROE AND SKIPTON. *Reverse.*—Leave Skipton by Swadford St., and over canal by Belmont Br., and keep straight forward past rly. sta. Before entering Chatburn keep *r.*, then bear *l.* through village. Thence direct through Clitheroe to Whalley, where cross br. and turn *r.* up steep hill, and *r.* again a little past Langho Church (d.p.). 1 m. further keep straight forward at fork (d.p.), and through Mellor Brook. At Five-barred Gate Inn turn sharp *r.*, then direct to tramlines which follow along Stanley St. and Church St. to Preston Town Hall.

ROUTE 252. BLACKBURN TO CLITHEROE.

Miles from Clitheroe.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total	
10 $\frac{3}{4}$	BLACKBURN (White Horse Hotel.)	...	...	Proceed along Penny St. and follow tramlines to cemetery, then straight forward, mainly rising to Wilpshire, whence a long descent to Langho. Fair surface.
7 $\frac{3}{4}$	Wilpshire	3		
5 $\frac{1}{4}$	Langho	2 $\frac{1}{2}$	5 $\frac{1}{2}$	Turn <i>r.</i> and follow Route 251 to Clitheroe.
	Clitheroe	5 $\frac{1}{4}$	10 $\frac{3}{4}$	

BLACKBURN TO CLITHEROE. *Reverse.*—Route 251 (reverse) to past Langho. Turn *l.* at Petre's Arms Inn, thence direct road, until tramlines begin, which follow into Blackburn.

ROUTE 253. ACCRINGTON TO CLITHEROE.

Miles from Clitheroe.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total	
9	Accrington (Town Hall.)	...	...	Leaving Town Hall on <i>l.</i> bear <i>l.</i> , following tramlines along Blackburn Rd. for 50 yds., then <i>l.</i> by the Market, up Peel St., and <i>l.</i> along Whalley Rd. to tram terminus at Clayton-le-Moors. Macadam road at side of paved trmwy. Steep descent, then easier to Hyndburn Br (setts); steep ascent, level run, and steep descent, paved with cobbles, to Cock Br., over R. Calder. Steep rise, then again level, and sharp descent into Whalley. Good surface to Cock Br., then paved with rough setts.
7 $\frac{3}{4}$	↑ Clayton-le-Moors... ↓	1 $\frac{1}{4}$		
6 $\frac{1}{2}$	↑ Hyndburn Bridge ↓	1 $\frac{1}{4}$		
5 $\frac{1}{2}$	↑ Cock Bridge..... ↓	1		
	↑			

Route 253. **ACCRINGTON TO CLITHEROE**—*continued.*

<i>Miles from Clitheroe.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
3 $\frac{3}{4}$	Whalley	1 $\frac{3}{4}$	5 $\frac{1}{4}$	Turn sharp <i>r.</i> , and after easy ascent of $\frac{1}{2}$ m. bear <i>l.</i> , thence undulating road, with steep rise into Clitheroe. Excellent surface.
	Clitheroe	3 $\frac{3}{4}$	9	

ACCRINGTON TO CLITHEROE. *Reverse.*—Forward to Whalley, in which turn sharp *l.* and bear *r.* at top of hill out of village, and *l.* at next fork; thence direct to Accrington, following tramlines to foot of hill under rly. arch, when turn *r.* down Peel St., then *r.* again by the Market, along Blackburn Rd., to Town Hall.

ROUTE 254. BURNLEY TO WHALLEY.

<i>Miles from Whalley.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
7 $\frac{1}{2}$	Burnley (Town Hall)	...	...	Proceed along Manchester Rd. to large lamp, where turn <i>l.</i> along St. James St. and up Westgate, and at the Mitre Inn keep <i>r.</i> (<i>l.</i> to Accrington), following tramlines all the way to Padiham. Steep hill up Westgate, then more gradual and afterwards undulating, through Cheapside to Padiham. Keep straight forward, and at top of town turn <i>r.</i> After gentle rise of $\frac{1}{4}$ m. steep descent and rise, then undulating run through Read to junction with Accrington Road. Good surface.
5 $\frac{1}{2}$	Cheapside	2		
4 $\frac{1}{2}$	Padiham	1		
	⚡			
	↓	$\frac{1}{2}$		
2 $\frac{3}{4}$	Read	1 $\frac{1}{4}$		
1 $\frac{1}{4}$	Function with Accrington Road	1 $\frac{1}{2}$	6 $\frac{1}{4}$	Turn <i>r.</i> and follow Route 253 to Whalley.
	WHALLEY	1 $\frac{1}{4}$	7 $\frac{1}{2}$	

BURNLEY TO WHALLEY. *Reverse.*—Route 253 (reverse) out of village, and at top of hill take second turn *l.*, whence direct to Padiham. Follow tramlines through Cheapside and enter Burnley by Westgate and St. James St.; at big lamp turn *r.* by Bull Hotel, along Manchester Rd. to Town Hall.

ROUTE 255. BURNLEY TO LONG PRESTON.

<i>Miles from Long Preston.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
20	Burnley	...	...	Route 250 to Nelson, where turn <i>l.</i> at fork (forward to Colne); fair undulating road through Barrow-

Route 255. **BURNLEY TO LONG PRESTON**—*continued.*

Miles from Long Preston	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
15 $\frac{3}{4}$	Nelson	4 $\frac{1}{4}$		ford. Keep <i>l.</i> on leaving village, and <i>r.</i> 1 $\frac{1}{2}$ m. further, then winding and undulating road to Gisburn. Fair surface.
14	Barrowford	1 $\frac{3}{4}$		
7 $\frac{1}{4}$	Gisburn	6 $\frac{3}{4}$	12 $\frac{3}{4}$	Join road from Clitheroe, and turn <i>r.</i> through village, and 100 yds. further <i>l.</i> by church. Steep descent to br. over Stock Beck, then short rise and easy run to Newsholme, from which another steep fall and rise. Undulating run, passing Swinden on <i>r.</i> , to long descent past Halton Park, whence narrow road, with poor surface, to Long Preston.
	↓			
6 $\frac{3}{4}$	Stock Beck Bridge	$\frac{1}{2}$		
5 $\frac{1}{4}$	Newsholme	1 $\frac{1}{2}$		
	↓			
4 $\frac{1}{2}$	↑			
3 $\frac{1}{4}$	Swinden	2		
	↓			
	LONG PRESTON	3 $\frac{1}{4}$	20	
	(Market Place.)			

BURNLEY TO LONG PRESTON. *Reverse.*—Bear *r.* at foot of village over Long Preston Beck Br. and *r.* at fork immediately after, and direct forward road to Gisburn. Turn *r.* through village, and *l.* in 100 yds. At first triple fork ($\frac{1}{2}$ m.) keep forward, and at next, less than $\frac{1}{2}$ m. further, bear *l.*, and forward for 4 m., when road turns sharp *l.* (county boundary) and *r.* at fork in $\frac{1}{2}$ m. Forward through Barrowford to Nelson, where, joining Colne Road (Route 250 reverse), turn *r.* to Burnley.

ROUTE 256. CLITHEROE TO SETTLE.

Miles from Settle.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
17	Clitheroe	...	...	Route 251 to Sawley, where turn <i>l.</i> by Abbey Hotel and cross R. Ribble, keep to <i>r.</i> and 2 m. further keep <i>l.</i> , (<i>r.</i> to Bolton-by-Bowland); fairly level road, but poor surface. At 3 m. bear <i>r.</i> at fork down steep hill to Forest Beck. Long gradual ascent followed by undulating and poor road to Wigglesworth.
13	Sawley	4		
	↓			Keep <i>l.</i> through village (<i>r.</i> to Skipton), and over undulating road, with improving surface, to Rathmell. Keep <i>r.</i> on leaving village, and straight on over cross-roads at Giggleswick Rly. Sta. (d.p.), and entering Settle bear <i>l.</i> to Market Pl. Indifferent surface.
10	Forest Beck	3		
6	Wigglesworth	4	11	
4	Rathmell	2		
1	Giggleswick Rly. Sta.	3		
	SETTLE	1	17	
	(Market Place.)			

CLITHEROE TO SETTLE. *Reverse.*—Going S. from Market Pl. past Ashfield Hotel bear *l.* past rly. sta. Straight on over cross-roads at Giggleswick Sta., bear *l.* through Rathmell, and *r.* through Wigglesworth, then direct road to Sawley. Thence by Route 251 (reverse) to Clitheroe.

ROUTE 257. PRESTON TO BLACKPOOL.

<i>Miles from Blackpool.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
20½	PRESTON (Town Hall.)	...	...	Proceeding W. down Fishergate to end of tramlines turn <i>r.</i> at Regatta Inn, along Strand Rd., and at junction turn <i>l.</i> and follow tramlines up Ashton Rd. At top of hill turn <i>r.</i> , and keep straight on (leaving tramlines which turn to <i>r.</i>) to Ashton Ch., where turn <i>l.</i> After passing Lea Br. toll-bar (1d. toll) take first turn to <i>l.</i> , when pavement ceases. Bad macadam to and across Freckleton Marsh, at beginning and end of which are closed gates, and a toll-bar (1d. toll) half-way across. From the last gate, cobbles through Freckleton (in village turn <i>r.</i> , then <i>l.</i>), thence level and fair macadam through Warton to Lytham.
18½	Ashton	2		
17½	Plough Inn	1		
15½	Lea Toll Gate ..	2		
13¼	Freckleton	2¼		
12	Warton	1¼		At fork at entrance to Lytham keep <i>r.</i> along Warton St., Clifton St., and Clifton Sq., and proceed W. along Church Rd. and keep straight forward over rly. br., by the park wall to Heyhouses. At next d.p. bear <i>r.</i> to Half-way House, where turn sharp <i>l.</i> , then first to <i>r.</i> along South Shore Rd., over rly. br. to South Shore Rly. Sta. Keep straight forward for 1 m. to Promenade, then turn <i>r.</i> to Clifton Sq. There are no hills whatever on the road.
8	Lytham	4	12½	
	(Market Place.)			
6	Heyhouses	2		
1¾	South Shore Rly. Sta...	4¾		
	Blackpool	1¾	20½	

PRESTON TO BLACKPOOL. *Reverse.*—From Clifton Sq. proceed along Promenade, and by Lytham Rd., through South Shore, for 3 m. At road-end turn *l.* and *r.* at Half-way House. At Lytham go E. down Clifton St. past Cottage Hospital. At end of lane, after crossing Freckleton Marsh, turn *r.* and pass through Ashton. At Ashton Ch. turn *r.*, then at second turn of tramlines follow them downhill to Junction Inn, where leave them and bear *r.* along Strand Rd. to foot of Fishergate, where turn *l.* to Town Hall, Preston.

ALTERNATIVE ROUTE.

LYTHAM TO BLACKPOOL.

Miles from Blackpool.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
20½	PRESTON	...	...	After passing church in Church St., Lytham, take first turn to <i>l</i> . then first to <i>r</i> . Level road through Ansdell and St. Annes, after passing which turn <i>r</i> . over rly. br. and first to <i>l</i> ., and proceed as above past South Shore Sta.
8	Lytham	12½		
7	Ansdell	1		
5	St. Annes	2		
	Blackpool	5	20½	

PRESTON TO BLACKPOOL (ALTERNATIVE ROUTE). *Reverse.*—Follow first route for 3 m.; at road-end turn *r*., cross rly. br., turn *l*., then straight through St. Annes to Lytham.

ROUTE 258. BLACKPOOL TO GARSTANG.

Miles from Garstang.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
17½	Blackpool	...	...	Proceed along Talbot Rd. (setts) through town, past cemetery, where keep to <i>l</i> . At Windmill Inn turn <i>r</i> ., whence direct, over poor surface, into Poulton. Turn <i>l</i> . through Market Sq. and <i>r</i> . at top, then first turn to <i>l</i> ., past sta. (level crossing). On nearing R. Wyre keep to <i>r</i> ., then undulating bumpy road, with raised cobbles in centre, to Great Eccleston, which is cobble paved. Direct road to St. Michaels, improving in condition, where turn to <i>l</i> . and cross R. Wyre. At end of village keep to <i>r</i> . to Churchtown, where again bear <i>r</i> ., and on leaving village turn <i>l</i> . and follow main road (Route 2) to Garstang.
	(North Pier.)			
16	Windmill P.H.	1½		
13½	Poulton	2½		
8½	Great Eccleston	5		
5½	St. Michaels	3		
3	Churchtown	2½		
	GARSTANG	3	17½	

BLACKPOOL TO GARSTANG. *Reverse.*—Follow main road S. for 2½ m., where turn *r*. to Churchtown. On leaving village turn *l*. to St. Michaels, where cross R. Wyre, and turn *r*. After passing Poulton Rly. Sta., at top of Station Rd. turn *r*. and then *l*. into Market Sq., at foot of which turn *r*., and direct to Windmill Inn. Here turn *l*., and in passing Blackpool Cemetery bear *r*. into town.

ALTERNATIVE ROUTE VIA BROCK BRIDGE.

<i>Miles from Garstang.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
17½	Blackpool	...	...	Follow above route to St. Michaels, where instead of crossing R. Wyre keep straight forward, thence good level road to Brock Br. (over canal), and Preston—Lancaster Road, along which turn to L. to Garstang.
5¼	St. Michaels	12		
3½	Brock Bridge			
	<i>Function with main road</i>	2		
	GARSTANG	3¼	17½	

BLACKPOOL TO GARSTANG (ALTERNATIVE). *Reverse.*—Follow Route 2 (reverse) for 3¼ m., when turn *r.* to Brock Br., thence straight forward to St. Michaels, where turn *L.* and follow first route to Blackpool.

ROUTE 259. BLACKPOOL TO LANCASTER.

(Via Fleetwood).

<i>Miles from Lancaster.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
24½	Blackpool (North Pier.)	...	...	Proceed inland, and at Free Library Corner keep <i>L.</i> along Talbot Rd. (paved ¾ m.), then rough past cemetery to Windmill Inn. Keep to <i>L.</i> (<i>r.</i> is via Carleton) along nearly level but rough road through Bispham to Cleveleys. In village turn <i>r.</i> and take first turn on <i>L.</i> ; at Rossall turn <i>r.</i> (d.p.) and at end <i>L.</i> (d.p.) to Barracks, where turn <i>r.</i> into Fleetwood.
23	Windmill P.H.	1½		
22	Bispham	1		
19½	Cleveleys	2½		
18¾	Rossall	1¼		
15	Fleetwood..... (Landing Stage.)	3¼	9½	In Poulton St. turn <i>r.</i> , then <i>L.</i> along West St.; turn <i>r.</i> along London St., at end <i>L.</i> to landing stage. Cross by ferry (pass. 1½d., cycle 2d.) to Knottend. Pass through hotel yard, along causeway; at end turn <i>r.</i> , then sharp <i>L.</i> ; keep straight forward and on joining telegraph wires follow them to <i>L.</i> (d.p.) to Pilling. Go past church, bearing to <i>r.</i> , cross brook on to Pilling sands. Here road is sometimes very bad if tide has been over it, and at time of high tide should be avoided. After bad ½ m. road inclines inland, and is fairly good. After crossing estuary turn <i>r.</i> up short incline into Cockerham village. Turn <i>L.</i> and follow telegraph wires through Thurnham (<i>L.</i> to Glasson Dock) along good undulating road to Lancaster, just outside which main Preston to Lancaster Road is joined (Route 2).
11	Pilling	4		
6	Cockerham	5		
4	Thurnham.....	2		
	Lancaster	4	24½	

BLACKPOOL TO LANCASTER (VIA FLEETWOOD). *Reverse.*—Proceed along Market St. to Penny St., turn *r.*, and after leaving setts turn *r.* (d.p.) to Cockerham (6 m.) Opposite Plough Inn turn *r.* down incline, at foot bear *l.* across estuary. In Pilling bear *l.* at church, then *r.*, and keep bearing *r.* to Fleetwood. $3\frac{1}{2}$ m. out of Fleetwood turn *r.* to Rossall, then *l.* through Cleveleys and Bispham. After passing Windmill Inn keep *r.* past cemetery into Blackpool.

ROUTE 260. LANCASTER TO CLITHEROE.

Clitheroe.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
7	Lancaster (Town Hall.)	...	...	Proceed along Market St., turn <i>r.</i> at end, and then <i>l.</i> along Brock St., and up East Rd. Passing Grammar School turn <i>r.</i> , and ascend past Williamson Park to Golgotha. Bear <i>l.</i> and down sharp descent, then long rise, followed by dangerous descent, and then rise to Quernmore. Rise continues for $\frac{3}{4}$ m., and then undulating road, with a closed gate at the foot of short hill. Then another ascent of $\frac{3}{4}$ m. to watch tower. Loose rough surface.
5	Golgotha	1		
4	↑ ⌘	↓ ⌘	1½	
4	Quernmore	½		
3½	↑ ⌘			Long dangerous descent begins (leaving road to Abbeystead on <i>r.</i>) (closed gate on High Cross Moor) to Lower Lee. At Schoolhouse keep <i>l.</i> , and after ½ m. moderate ascent, undulating to commencement of Trough of Bowland. This consists of ascent of 1½ m. and similar descent, both equally unrideable. Surface usually covered with stones. From Sykes the road improves somewhat, and after ¼ m. short ascent and descent with closed gate at foot. Thence gradual fall, with another closed gate, and improved surface. Keep straight on past chapel (<i>l.</i> to Slaidburn) and cross R. Hodder into Whitewell.
2	Tower	2	5	
0	Lower Lee.....	2		
6¾	Trough of Bowland	3¼		
5½	↑ ⌘	↓ ⌘	1½	Keep to <i>l.</i> of hotel, and ascend long winding hill ($\frac{3}{4}$ m.), followed by easy descent. At Cowark Smithy turn <i>l.</i> , and at houses opposite Browsholm Hall Lodge keep to <i>r.</i> Road still falling through Bashall-Eaves, below which bear <i>l.</i> at fork (d.p., <i>r.</i> to Whalley). Fair surface. Level road, but bad and "rutty." 1 m. further turn <i>l.</i> (<i>r.</i> to Chipping), and at top of slight ascent turn sharp <i>r.</i> Road improves after crossing R. Hodder. After crossing rly. bear <i>l.</i> , and ascending Parson Lane bear <i>l.</i> at top, along Castle St., to Swan Hotel.
4	Sykes	1¼		
1½	St. Hubert's Chapel	2½		
9½	Whitewell	2	17½	
8¾	↑ ⌘			
7½	Browsholm Hall Lodge ..	2¼		
3½	Bashall-Eaves	3¼		
	Clitheroe	3½	27	
	(Swan Hotel.)			

LANCASTER TO CLITHEROE. *Reverse.*—Proceed W. along Castle St., turn *r.* down Parson Lane, bear *l.* at foot and cross rly., and at church keep *l.* At 2 m. turn *r.* and then *l.* at farm, and at $3\frac{1}{2}$ m. turn *r.* At Browsholm Hall keep *l.*, and $\frac{3}{4}$ m. further, in hamlet of Cowark Smithy turn sharp *r.* (d.p.). 300 yds. further keep straight on at d.p., and at next fork (tree at corner) keep *r.* Soon after is a very dangerous descent to Whitewell Inn; sharp *r.* at foot of hill, then along the valley for $2\frac{1}{2}$ m. At Lower Staple Oak keep *l.* From this point there are two closed gates on road to Sykes, where turn *r.*, and up rough steep hill through the Trough of Bowland. $\frac{1}{2}$ m. beyond Marshaw Farm keep *r.* and cross Inchaclough Br.; $\frac{3}{4}$ m. further, at top of Emmets keep *r.*, then straight forward at all cross-roads, through two closed gates, to Golgotha. Keep on down East Rd. and Brock St.; turn *l.* along Market St. to Town Hall.

NOTE.—This is an exceedingly hilly and bad road for cycling. From Lancaster to Sykes the surface is very rough, and afterwards fair, with several dangerous hills *en route*.

ROUTE 261. LANCASTER TO MORECAMBE.

Miles from Morecambe.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
4	Lancaster	...	...	Follow Route 2 to where tramlines diverge after crossing R. Lune, when turn with them to <i>l.</i> Tramlines run all the way to Morecambe and form an infallible guide. Level to Torrisholme, when cross rly. br., and after passing rly. sta. turn to <i>l.</i> along new road into town (<i>r.</i> takes to old part of town, formerly Old Poulton). Good surface.
$1\frac{1}{2}$	Torrisholme	$2\frac{1}{2}$		
	MORECAMBE	$1\frac{1}{2}$	4	

LANCASTER TO MORECAMBE. *Reverse.*—Proceed past rly. sta. and follow tramlines all the way to Lancaster.

ROUTE 262. LANCASTER TO KIRKBY LONSDALE.

Miles from K. Lonsdale.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
$16\frac{1}{2}$	Lancaster (Town Hall.)	...	...	Leaving Town Hall on <i>l.</i> proceed down Market St., and at foot turn sharp <i>l.</i> down Cheapside and North Rd., joining tramline. Opposite Midland Rly. Sta. turn sharp <i>r.</i> up Germany St., then take first turn to <i>l.</i> and straight forward, the wires joining the road, and
$12\frac{1}{2}$	Caton.....	4		

Route 262.

LANCASTER TO KIRKBY LONSDALE—*continued.*

<i>Miles from K. Lonsdale.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
9 $\frac{1}{4}$	Cloughton	2 $\frac{3}{4}$		following to Hornby. Level surface, then long rise and fall to Caton, after which undulating but fairly level road. Entering Hornby bear <i>l.</i> along main street and over br. Fair macadam surface.
8	Hornby	1 $\frac{3}{4}$	8 $\frac{1}{2}$	Short steep hill, followed by $\frac{1}{2}$ m. stiff climb, and long steep descent into Melling. At fork in village bear <i>l.</i> (<i>r.</i> to Wennington), and descend steep hill with care, then level to Greta Br., and immediately after crossing turn to <i>l.</i> (d.p.) through Tunstall to Burrow. At Burrow Lane Ends turn <i>l.</i> down very steep hill (d.p.) with dangerous turn to <i>r.</i> to Devil's Br. over R. Lune (considered to be a very fine specimen of ancient masonry, date of erection unknown), then short steep rise into Kirkby Lonsdale. — Surface throughout generally good.
6	Melling	2		
3 $\frac{3}{4}$	Tunstall	2 $\frac{1}{4}$		
2 $\frac{1}{2}$	Burrow	1 $\frac{1}{4}$		
$\frac{1}{2}$	Devil's Bridge	2		
	KIRKBY LONSDALE	$\frac{1}{2}$	16 $\frac{1}{2}$	

LANCASTER TO KIRKBY LONSDALE. Reverse.—Just S. of town turn to *l.* (d.p.), and after crossing br. keep to *r.* and to *r.* again at top of hill (d.p.). Turn to *r.* (d.p.) and cross Greta Br., and to *r.* at Melling. In Hornby again keep to *r.* at fork at fountain, and after passing Caton P.O. bear *l.* with wires; thence direct into Lancaster.

ROUTE 263. LANCASTER TO CLAPHAM.

<i>Miles from Clapham.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
20	Lancaster	...	...	Follow Route 262 to d.p. 7 $\frac{3}{4}$ m. before reaching Hornby, where turn to <i>r.</i> to Wray. Poor surface to Wennington, where turn <i>l.</i> over br., and immediately afterwards to <i>r.</i> , and to <i>r.</i> again in $\frac{1}{2}$ m., keeping by the river side over inferior private road to Toll Bar (bicycle <i>ld.</i> , tricycle <i>3d.</i>). At Punch Bowl Inn bear <i>l.</i> , and then <i>r.</i> under rly. br., and then cross river to Lower Benthams. At end of village bear <i>r.</i> , rising past Upper Benthams. 1 $\frac{1}{2}$ m. further at d.p. take <i>r.</i> forward road, thence loose surface and undulating run over the moor to Clapham.
12 $\frac{1}{4}$	Road Forks	7 $\frac{3}{4}$		
10 $\frac{1}{4}$	Wray	1 $\frac{1}{2}$		
9 $\frac{1}{4}$	Wennington	1 $\frac{1}{2}$		
7 $\frac{1}{4}$	Toll Bar	2		
6 $\frac{3}{4}$	Lower Benthams	$\frac{1}{2}$		
5 $\frac{1}{2}$	Upper Benthams ...	1 $\frac{1}{4}$		
	CLAPHAM	5 $\frac{1}{2}$	20	
	(Bridge.)			

LANCASTER TO CLAPHAM. *Reverse.*—Cross br. and proceed forward through village, and 300 yds. further bear *l.* at d.p., leaving telegraph wires. At d.p. at 1 m. keep forward and cross rly.; at d.p. at $3\frac{1}{2}$ m. take *r.* forward road through Bentham. At end of town bear *r.*, cross br. at Lower Bentham, and bear *l.* and *r.* under rly. to Punch Bowl Inn, where at d.p. keep straight forward. At Wennington turn *l.* over br., then straight forward through Wray to junction with Kirkby Lonsdale—Lancaster Road at $12\frac{1}{4}$ m., where bear *l.* and follow Route 262 (reverse).

ROUTE 264. SETTLE TO RIBBLEHEAD.

<i>Miles from Ribblehead.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
12	SETTLE (Post Office.)	...	...	Leaving P.O. by road to N.W. past church to Settle Br., turn sharp <i>r.</i> (without crossing br.), and good road steadily ascending to Langcliffe. Cross rly. and turn <i>r.</i> , with rise and fall to Stainforth. Cross br. and turn <i>l.</i> round church and immediately <i>r.</i> , and after rise, dangerous descent of Sherwood Brow. From this point the road is rough right to Ribblehead. At Helwith Br. turn <i>r.</i> and immediately <i>l.</i> , and over an undulating moorland road, turn <i>r.</i> at Horton Rly. Sta., and forward to Ribblehead Sta., where the Ingleton—Hawes Road is joined.
11	Langcliffe	1		
$9\frac{1}{2}$	Stainforth	$1\frac{1}{2}$		
$8\frac{1}{2}$	Sherwood Brow ⌘ ↓	1		
$7\frac{3}{4}$	Helwith Bridge	$\frac{3}{4}$		
6	Horton	$1\frac{3}{4}$		
4	Selside	2		
	RIBBLEHEAD RLY. STA.	4	12	

SETTLE TO RIBBLEHEAD. *Reverse.*—Leaving Ribblehead with rly. on *r.*, turn *l.* at Horton Rly. Sta., and *l.* at Horton Ch., and then *r.* At Helwith Br. turn sharp *r.* and *l.*, and on reaching National School at Stainforth turn *l.* and round church to *r.*, and straight forward to Settle Br., when turn *l.* into Settle.

ROUTE 265. INGLETON TO HAWES.

<i>Miles from Hawes.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
16 $\frac{1}{4}$	INGLETON	...	...	Steady rise for $\frac{1}{2}$ m. to fork, where bear <i>l.</i> (<i>r.</i> to Clapham) up very steep hill. After $\frac{1}{2}$ m. gradient becomes easier, and on reaching top of hill almost perfect slightly falling road to Chapel-le-Dale. Thence very steep ascent, and rough for $\frac{3}{4}$ m., then again excellent road to Ribblehead; rising at first then falling to rly. sta.
15 $\frac{1}{4}$	↑			
14 $\frac{1}{4}$	↑			
12 $\frac{1}{4}$	Chapel-le-Dale (Vicarage.)	4		

Route 265. INGLETON TO HAWES—*continued.*

Miles from Hawes.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
	↑ ⌘			
11 $\frac{3}{4}$	Hill Inn.....	$\frac{1}{2}$	6	Road descends for $\frac{1}{2}$ m. then begins rise, gradually to 2 $\frac{1}{2}$ m., then very steep and almost all unrideable to Newby Head Inn. This portion of the road is merely a mountain track; when not grass-grown or "rutty" it is a mass of loose stones. Just past the inn the summit is reached (1421 ft.), and care is necessary during the whole descent. A succession of rather steep descents leads down through the treeless vale of Widdale to Snaizholme Beck, whence steep climb for over 1 m., and then descent to Hawes, becoming very steep in latter portion. The surface from Newby Head Inn is very loose.
10 $\frac{1}{4}$	Ribblehead (Railway Station.)	1 $\frac{1}{2}$		
9	Gearstones Inn	1 $\frac{1}{4}$		
	↑ ⌘			
6 $\frac{1}{4}$	Newby Head P.H.....	2 $\frac{3}{4}$		
	↓			
	↓			
	↓			
2 $\frac{1}{2}$	Snaizholme Beck Br. ...	3 $\frac{3}{4}$		
	↑ ⌘			
	↓			
	↓			
	HAWES.....	2 $\frac{1}{2}$	16 $\frac{1}{4}$	

INGLETON TO HAWES. *Reverse.*—Leaving Hawes by western end, bear *l.* at end of village and *r.* at fork at $\frac{3}{4}$ m. Direct road to Ribbleshead Sta. At Newby Head a road branches off to *r.* to Dent. Keep straight forward until within $\frac{1}{2}$ m. of Ingleton, when join Clapham Road and turn *r.* to village.

NOTE.—This route is better taken from S. to N. than in the opposite direction.

ROUTE 266. INGLETON TO SEDBERGH.

Miles from Sedburgh.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
15 $\frac{1}{2}$	INGLETON (Mid. Railway Station.)	...	...	Leaving Midland Rly. Sta. proceed through village and turn <i>l.</i> down steep hill past church, crossing two becks; then <i>l.</i> again, and under rly. past L. & N. W. Rly. Sta. At Thornton turn <i>r.</i> and, steadily rising, pass Thornton Force (on <i>r.</i>), then good level run to Yordas Cave (on <i>l.</i>). From here stiff climb to the summit of the pass, at 2 m., and a steep rough descent in
	↓			
14 $\frac{3}{4}$	Thornton	$\frac{3}{4}$		
	↑			
13 $\frac{1}{4}$	Thornton Force	1 $\frac{1}{2}$		

Route 266. **INGLETON TO SEDBERGH**—*continued.*

Miles from Sedbergh.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
11½	Yordas Cave	2		next 1½ m., after which rather easier and better descent to Dent, $\frac{3}{4}$ m. from which turn <i>l.</i> at d.p. to village.
9½	Whiteshaw Moss..... ↓	1½		
5½	Dent	4½	10½	Easily undulating road by the side of the Dee to Milnthorpe, whence sharp descent to br. over R. Rawthey; then a short rise into Sedbergh. Good surface.
4½	Gawthrop	1		
½	Milnthorpe	3½		
	SEDBERGH	½	15½	

INGLETON TO SEDBERGH. *Reverse.*—Leaving Sedbergh past Grammar School, a direct forward road to Dent; whence leaving village in a S.E. direction, turn *r.* at $\frac{3}{4}$ m. (d.p.) opposite a house, and forward to Thornton, where turn *l.* past L. & N. W. Rly. Sta., under the line, cross two becks, pass church, and ascend short hill, and turn *r.* to Midland Rly. Sta.

NOTE.—The portion of the road from the summit of Whiteshaw Moss towards Dent is abominably rough, so much so as to be practically unrideable.

ROUTE 267. DENT TO NEWBY HEAD INN.

Miles from Newby Head Inn.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
7½	DENT	...	...	Take the road to N.E. out of village; good fairly level run by the side of the Dee, until a road on <i>l.</i> at 3½ m. leads off up a steep hill to Dent Rly. Sta., when the gradient becomes heavy, growing steeper after passing under rly. arch, and ending in a stiff climb to Newby Head Inn. Very poor surface in latter part.
	NEWBY HEAD INN..... ↑	7½	7½	

DENT TO NEWBY HEAD INN. *Reverse.*—Proceeding S. on Ingleton Rd., turn *r.* in ¼ m., and forward until just before reaching Dent, when bear *l.* into village.

ROUTE 268.

KIRKBY LONSDALE TO APPLEBY.

Miles from Appleby.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
36	KIRKBY LONSDALE (Market Place.)	...	...	Leaving Royal Hotel on r. bear to l. at end of street, downhill, cross R. Lune, and bear sharp to l. (d.p.). $\frac{1}{2}$ m. past Casterton bear to l., and again to l. $1\frac{1}{2}$ m. further, crossing small br. Easy rise to past Middleton Rly. Sta., whence rather steep descent, and inferior road to Lune Br.; $2\frac{1}{2}$ m. further bear to r. at fork (d.p.) and ascend to Sedbergh. Surface very good throughout.
34 $\frac{1}{2}$	Casterton ↓	1 $\frac{1}{2}$		
29 $\frac{1}{4}$	Middleton Rly. Sta. ... ↓	5 $\frac{1}{4}$		
28 $\frac{1}{4}$	Lune Bridge..... ↓	1		
25 $\frac{1}{4}$	Sedbergh	3	10 $\frac{3}{4}$	
22 $\frac{1}{4}$	↑ ⌘			Keep straight on through Sedbergh, bear to l. at foot of town (d.p.). Level for $2\frac{1}{2}$ m. then steep ascent and descent. At $5\frac{1}{2}$ m. after crossing br. bear to l., then easy ascent for $2\frac{3}{4}$ m., over fair surface. From here undulating run, with occasional steep rises and falls and inferior surface to just past 9th m.s., where bear to r. at fork. Thence bad stony road, with occasional steep gradients, to 11th m.s., whence improved and descending road to near 13th m.s., where descent becomes steeper. Pass under Mid. Rly. br., and walk down steep hill; continue straight on down main street into Kirkby Stephen.
21 $\frac{1}{2}$	↑			
14 $\frac{1}{4}$	Summit ↓ ⌘	11		
11 $\frac{1}{4}$	Kirkby Stephen ... (Market Place.)	3	24 $\frac{3}{4}$	
8	Musgrave	3 $\frac{1}{4}$		Proceed out of N. end of town to the first br., then turn sharp l., and continue on undulating road to Musgrave. Pass through village and turn sharp l. over rly. br., and similar road forward to Warcop. Fair surface.
6	Warcop	2	30	Cross Warcop Br., and straight up slight incline; then turn l. and continue past school, and keep r. under rly. br. into main Brough—Appleby Road, which, turning l., follow to Appleby (Route 350).
5 $\frac{1}{4}$	Junction with Brough Road..... ⌘	$\frac{3}{4}$		
	APPLEBY.....	5 $\frac{1}{4}$	36	

KIRKBY LONSDALE TO APPLEBY. *Reverse.*—Route 350 (reverse) to $\frac{3}{4}$ m. beyond 4th m.s. from Appleby Br., when turn r. under rly. Bear l. through Warcop, and after crossing rly. turn r. through Musgrave, then forward until junction with Brough Rd., when turn r. into Kirkby Stephen. Forward through town and at top of main street bear r. and 2 m. further, at d.p., l. Almost 4 m. further bear r., thence direct to and through Sedbergh. $\frac{1}{2}$ m. out of town bear l. at d.p., and 2 m. further l. again (d.p.). Thence direct road to Kirkby Lonsdale.

ROUTE 269.

LANCASTER TO GRANGE-OVER-SANDS.

NOTE.—To proceed by road the whole distance, Route 2 must be followed to Levens Br. ($1\frac{1}{4}$ m. beyond Heversham), thence Route 272 to Grange. Total distance, $24\frac{1}{2}$ m. The following route, however, is a "short cut" over Morecambe Bay.

Miles from Arnside.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
14 $\frac{1}{2}$	Lancaster	...	...	Route 2 to Carnforth, and on entering town turn <i>L.</i> at d.p. down short steep bank to rly. sta., which keep on <i>L.</i> Continuing straight forward turn <i>L.</i> between two overhead rly. brs., and continue along straight road, with indifferent surface. At end turn <i>r.</i> over br., then sharp <i>L.</i> through toll-gate (no charge for cyclists), and straight on over good undulating road to level crossing, after which bear <i>r.</i> and <i>L.</i> up short hill. At fork keep <i>r.</i> (d.p., <i>L.</i> to Arnside, via Silverdale), and undulating run past Silverdale Rly. Sta. to another level crossing, after which level to Arnside Rly. Sta. Fair surface.
8	Carnforth ↓	6 $\frac{1}{2}$		
4	Silverdale Railway Sta.	4		From Arnside the old coach road crossed the estuaries of the Rs. Kent and Leven, but this is now impassable, and the sands can only be crossed by taking train at Arnside Sta., a viaduct carrying the line across. (Fares, passenger 3d., bicycle 6d.).
	Arnside Railway Sta...	4	14 $\frac{1}{2}$	
	GRANGE	...	...	

LANCASTER TO GRANGE-OVER-SANDS. *Reverse*.—Taking train to Arnside (fares, passenger 3d., bicycle 6d.), keep *r.* after passing over level crossing, after leaving rly. sta. At Silverdale Sta. bear *r.*, and at fork continue downhill bearing *r.* to level rly. crossing. After passing tollgate turn *r.*, then *L.* along level road to Carnforth, and on joining road from Warton turn *r.*, pass rly. sta., and straight on up incline to Kendal—Lancaster Road, when turn *r.* and follow Route 2 (reverse) to Lancaster.

ROUTE 270. ARNSIDE TO MILNTHORPE.

Miles from Milnthorpe	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
3	ARNSIDE RAILWAY STA.	...	...	From station turn <i>L.</i> , and a direct level run, with good surface, to Milnthorpe Market Pl.
1 $\frac{1}{2}$	Sandside Rly. Sta.	1 $\frac{1}{2}$		
	MILNTHORPE (Market Place.)	1 $\frac{1}{2}$	3	

ARNSIDE TO MILNTHORPE. *Reverse*.—Leave Market Pl. by road to W. ; bear *L.* at Sand-side, and direct to Arnside Sta.

ROUTE 271. KENDAL TO BARROW.

(Via Newby Bridge).

Miles from Barrow.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
30	Kendal (Town Hall.)	...	...	From Highgate proceed up All Hallows Lane, bearing to <i>l.</i> just past Corporation Baths. Steep rise to Bowling Green Hotel, where bear to <i>r.</i> Ascent continues, followed by $\frac{1}{2}$ m. level of good surface, then very steep and stony climb to summit of hill. Immediately afterwards dangerous descent begins in three successive hills. At the third, turn to <i>r.</i> at d.p., whence easier to Underbarrow P.O. Thence winding road, with successive steep ascents and descents, to Crosthwaite Ch., where turn sharp to <i>r.</i> , and $\frac{1}{2}$ m. further bear to <i>l.</i> After descent and steep rise keep straight forward at d.p., and 300 yds. further bear <i>l.</i> at d.p. downhill, at foot of which bear <i>r.</i> (d.p.). Thence undulating road, bearing <i>l.</i> at Masons' Arms (d.p.), and then steep, rough, and generally unrideable climb for $1\frac{3}{4}$ m., after which a descent, worse in surface and gradient, to $10\frac{1}{4}$ m., where join Bowness Rd. and continue to Newby Bridge. The surface throughout is execrable, and the road generally is unfit for cycling.
28 $\frac{3}{4}$	↑↑↑	↓	1 $\frac{1}{2}$	
26 $\frac{3}{4}$	Underbarrow P.O.	↓	1 $\frac{3}{4}$	
25	Crosthwaite Church ...	↓	1 $\frac{3}{4}$	
24	↑			
22 $\frac{3}{4}$	Masons' Arms	↑	2 $\frac{1}{4}$	
21	Summit	↓	1 $\frac{3}{4}$	
18 $\frac{1}{2}$	Newby Bridge.....	↓	2 $\frac{1}{2}$	
16 $\frac{1}{2}$	Backbarrow	↓	1	
16	Haverthwaite Rly. Sta.		$\frac{1}{2}$	Bend sharp <i>r.</i> , then falling past Low Wood, where take <i>r.</i> -hand road. Short ascent to cross-roads, where keep straight forward, then level run, with generally good surface, turning sharp <i>l.</i> at d.p. before entering Greenodd.
15 $\frac{3}{4}$	Low Wood		$\frac{1}{4}$	
15 $\frac{1}{2}$	↑			
15 $\frac{1}{2}$	Cross-roads		$\frac{1}{4}$	
12 $\frac{1}{2}$	Greenodd		3	Forward over undulating road, with fair surface, to Ulverston, entering which bear <i>r.</i> up Sunderland Ter. at foundry, then along Hart St. and Fountain St., and turn <i>l.</i> along King St. to Market Cross.
9	Ulverston (Market Cross.)		3 $\frac{1}{2}$	
7 $\frac{1}{2}$	Swarthmoor		1 $\frac{1}{2}$	Proceed along Queen St. and Princess St. to cross-roads, where turn <i>r.</i> up short hill to Stone Cross Lodge. Bear <i>l.</i> at fork, passing Beehive Inn, steady ascent, keeping to <i>l.</i> to bridges over rly. and Levy Beck, to Swarthmoor. Undulating run, with upward tendency, keeping straight forward to fork at $2\frac{3}{4}$ m., where bear <i>r.</i> , and then straight on at cross-roads, skirting Lindale. Steep rise, and then easy descent
6	Lindale-in-Furness.....		1 $\frac{1}{2}$	
5	↑			

Route 271. KENDAL TO BARROW—continued.

Miles from Barrow.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
4	Dalton-in-Furness	2	26	with level crossing at foot. A little further turn <i>r.</i> down steep hill into Dalton-in-Furness. Fair surface.
	Barrow-in-Furness	3½	30	Keep straight forward and through Tudor Sq., bear slightly <i>l.</i> and <i>r.</i> , and at foot of steep hill turn sharp <i>l.</i> Slight ascent to rly. br., then steep descent crossing rly., and slight rise. Opposite lodge gates bear <i>r.</i> , then descent requiring care, after which keep straight forward along Abbey Rd., following tramlines to Ramsden Sq., Barrow-in-Furness. Good surface, although the latter part is occasionally "bumpy."
	(Ramsden Square).			

KENDAL TO BARROW. Reverse.—From Ramsden Sq. turn *r.* up Abbey Rd., following tramlines to terminus. Shortly after, at drinking fountain, keep to *r.* at fork, and to *r.* again descending hill over rly. At top of steep hill bear *l.* into Dalton-in-Furness. Turn sharp *r.*, and forward to Tudor Sq., and then to *r.* up Ulverston Rd. At top of hill bear *l.* and forward to Stonecross Lodge, where turn *r.* to four cross-roads, where turn *l.* along Princess St. and Queen St. Proceed along King St., turn sharp *r.* along Fountain St., Hart St., and Sunderland Ter., then forward to Greenodd. Turn *r.* at d.p. beyond village, keep straight on over cross-roads 3 m. further, and forward through Backbarrow, over R. Leven Br. to Newby Bridge. Thence follow Bowness Rd. for 1 m., where bear to *r.* up unrideable ascent, and straight ahead for 4 m., when bear *l.* at d.p. uphill, and ¼ m. further, at top of hill, bear *r.* After passing through village turn to *r.* at d.p., and to *l.* at d.p. after passing Crosthwaite Ch.; thence direct to Kendal.

ROUTE 272. KENDAL TO BARROW.

(Via Lindale-in-Cartmel.)

Miles from Barrow.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
38½	Kendal	...	...	Route 2 (reverse) until just before Levens Br., when turn <i>r.</i> , thence level run with fair surface to Lindale.
34	Levens Bridge	4½	...	
27½	Lindale-in-Cartmel	6½	11½	Turn to <i>l.</i> at fork in village, whence good surface and slight descent to Grange. Keep straight on through village to Cark Lane, whence steep ascent to cross-roads, where turn to <i>r.</i> On entering Allithwaite turn to <i>l.</i> , after which very
25½	Grange-over-Sands	2	...	
23½	Allithwaite	2	...	
	↓			

Route 272. KENDAL TO BARROW—continued.

Miles from Barrow.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
22	Flookburgh (Cartmel 18 $\frac{3}{4}$ m.)	1 $\frac{1}{2}$		dangerous descent to Brewery Dam, with awkward corner at foot, then short rise and steep descent. At Flookburgh turn sharp to <i>r.</i> at church, and on crossing br. over stream turn to <i>l.</i> (road to <i>r.</i> to Cartmel, 2 m.), then direct to Holker. After leaving Holker avoid all turnings before Low Wood Br., after crossing which turn sharp to <i>l.</i> , and under rly. br. to cross-roads, where turn to <i>l.</i> : good surface to Greenodd. On reaching br. turn to <i>l.</i> and proceed through village, whence forward by Route 271 to Barrow.
21 $\frac{1}{2}$	Cark	$\frac{1}{2}$		
21	Holker	$\frac{1}{2}$		
16 $\frac{1}{4}$	Low Wood Bridge	4 $\frac{3}{4}$		
15 $\frac{1}{2}$	Haverthwaite	$\frac{3}{4}$		
12 $\frac{1}{2}$	Greenodd	3		
9	Ulverston (Market Place.)	3 $\frac{1}{2}$	29 $\frac{3}{4}$	
	Barrow-in-Furness	9	38 $\frac{3}{4}$	

KENDAL TO BARROW (VIA LINDALE-IN-CARTMEL). *Reverse.*—Route 271 (reverse) past Greenodd to cross-roads, where turn *r.* through Haverthwaite, and then *l.* under rly. br. and *r.* over Low Wood Br. Thence direct forward to Flookburgh, where turn sharp *l.* at church. Entering Allithwaite keep *r.* and *l.*, and forward until just before reaching Lindale, when keep *r.* into village. Take road to E., and then straight forward, following road to Levens Br., where turn *l.* and follow Route 2 to Kendal.

Route 273. LINDALE TO NEWBY BRIDGE.

Miles from Newby Br.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
5 $\frac{1}{4}$	LINDALE-IN-CARTMEL ...	...	...	Taking road to N.W. from village, steady rise to Higher Newton, where bear <i>l.</i> , and again <i>l.</i> at 4 m. Undulating road with good surface to Newby Bridge.
3 $\frac{1}{4}$	Higher Newton	2		
	NEWBY BRIDGE	3 $\frac{1}{4}$	5 $\frac{1}{4}$	

LINDALE TO NEWBY BRIDGE. *Reverse.*—Taking road to S.E., keep *r.* at fork (*l.* to Bowness), and *r.* again 1 m. further. Bear *l.* and *r.* through Higher Newton, then straight on to Lindale.

ROUTE 274. MILNTHORPE TO AMBLESIDE.

Miles from Ambleside.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
18½	MILNTHORPE	...	...	Follow Route 2 to Levens Br., after crossing which turn sharp to <i>l.</i> , and 1½ m. further, immediately after crossing the br. over the Gilpin, turn sharp to <i>r.</i> (Care must be exercised <i>not</i> to turn to <i>r.</i> after crossing a br. ½ m. from Levens Br.) At fork ¾ m. further keep to <i>r.</i> , then straight forward for 3¼ m., keeping always to the W. bank of the Gilpin, to junction with Kendal—Newby Bridge Road, along which turn to <i>l.</i> (d.p.). Undulating road with fair surface. ¼ m. further, at d.p., turn to <i>r.</i> , and then straight forward over unmistakable road to Bowness. Capital surface. Thence follow Route 275 to Ambleside.
16	Levens Bridge	2½		
14½	Gilpins Bridge	1½		
10	Function of Kendal— Newby Bridge Road	4½		
8	Winstor	2		
	↑			
		↓		
5¼	Bowness.....	2¾		
	AMBLESIDE	5¼	18½	

MILNTHORPE TO AMBLESIDE. *Reverse.*—Follow reverse Route 275 to fork 1½ m. past Bowness, when bear to *l.* (d.p.). Keep to *r.* on entering Winstor, and to *l.* on leaving. ¾ m. further avoid lane forking to *l.*, and keep straight on to Kendal—Newby Bridge Road, where turn to *l.* (d.p.) for ¼ m., and then to *r.* (d.p.). At Gilpins Br. turn to *l.* over br., thence straight on to Levens Br., where turn to *r.*, cross br., and follow Route 2 (reverse) to Milnthorpe.

NOTE.—This is a much better way of getting to the Lake District than the main road by Kendal, known as “the lower road.” The hills are comparatively trifling, and the scenery and surface are much superior.

ROUTE 275. NEWBY BRIDGE TO AMBLESIDE.

Miles from Ambleside.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
13	NEWBY BRIDGE	...	...	After crossing br. turn <i>l.</i> at d.p., and ¼ m. further to <i>l.</i> again (d.p.). Slight rise, but almost level run for ¾ m., and at direction stone in wall keep to <i>l.</i> Then gradual rise, followed by steep descent, and afterwards undulating run, terminating in steep descent into Bowness. Macadam surface, generally good.
	↘	3½		
	↓			
5¼	Bowness.....	4¼	7¾	Continue straight on along the narrow passage to <i>r.</i> of Stag's Head P.H., then slight ascent, bending to <i>r.</i> to Rayrigg Rd., where fairly level, but rough and lumpy surface. Steep rise
	↑			

Route 275. NEWBY BRIDGE TO AMBLESIDE—*continued.*

Miles from Ambleside.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
4	Miller's Brow	1 $\frac{1}{4}$		to Miller's Brow, where fine views of the lake will be obtained. Thence short level run to junction of road from Kendal (d.p.), which follow to <i>L</i> .
	AMBLESIDE	4	13	

NEWBY BRIDGE TO AMBLESIDE. *Reverse.*—Follow route to Kendal to $\frac{1}{4}$ m. past 20th m.s. from Keswick, where turn to *r.* at d.p. Dangerous descent at Miller's Brow; thence straight road through Bowness, passing Stag's Head P.H. on *L*. $\frac{1}{2}$ m. further bear to *r.*, and $\frac{1}{4}$ m. on, at d.p., keep straight forward; $\frac{3}{4}$ m. further bear to *r.* again at fork (d.p.), thence direct road to Newby Bridge.

ROUTE 276. KENDAL TO BOWNESS.

Miles from Bowness.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
9 $\frac{1}{2}$	Kendal	...	...	Follow Route 277 to old toll bar, where bear to <i>L</i> . Undulating road, occasionally steep, to Crook, where steep rise, followed by undulating road, and another steep ascent 2 $\frac{1}{2}$ m. further, and shortly afterwards a long descent, occasionally steep, to fork, where bear to <i>L</i> , and still descending at fork $\frac{1}{4}$ m. further, to <i>r.</i> , whence very steep descent right into Bowness. Surface generally good.
	(Town Hall.)			
7 $\frac{1}{2}$	Old Toll Bar.....	2		
5 $\frac{1}{4}$	Crook	2 $\frac{1}{4}$		
4 $\frac{1}{2}$	↑			
3 $\frac{1}{4}$	Wild Boar P.H.	2		
	↓ ↓ ↓ ↓	$\frac{3}{4}$		
	BOWNESS	2 $\frac{1}{2}$	9 $\frac{1}{2}$	
	(Church.)			

KENDAL TO BOWNESS. *Reverse.*—Just past S. gate of ch. bear *r.*, and just past gate of Belsfield Hotel (on *r.*) bear *L*. uphill; thence direct to junction with Route 277 (reverse) at old toll bar.

ROUTE 277. KENDAL TO KESWICK.

Miles from Kewick.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
30	Kendal (Town Hall.)	...	...	Proceed up Highgate, and forward along Stricklandgate, at end of which bear to <i>l.</i> (d.p.) up steep hill, and straight on to top, then undulating, with rising tendency to old toll bar, where bear to <i>r.</i> , thence direct to Staveley, where bear to <i>l.</i> at d.p. Gradually rising road, with good macadam surface, followed by steep fall and rise, and another descent, at first steep, past rly. sta. (below which bear to <i>r.</i> at fountain), and then long winding descent to first m.s. from Windermere. At Waterhead bear <i>r.</i> and forward over undulating road with good surface to Ambleside.
28	Old Toll Bar.....	2		
26	Level Crossing.....	1		
25½	Staveley.....	¾		
		3		
21½	Windermere (Railway Station.)	½		
18¾	Low Wood Hotel	3		
17¾	Waterhead	1		
17	Ambleside.....	¾	13	
15½	Rydal.....	1½		Keep straight on uphill past Market Hall, bearing to <i>l.</i> downhill, at foot of which bear to <i>r.</i> , thence direct route to Prince of Wales' Hotel, where for Keswick keep to <i>r.</i> , and straight forward (for Grasmere, to <i>l.</i> into village). Excellent surface.
13½	Prince of Wales Hotel (Grasmere, 17 m.)	2	16½	
9¾	Dunmail Raise ...	3¾		
8½	Wythburn	1¾		
6¾				
5¾	Thirlspot	2¾	24½	
4½	Smaithwaite Bridge ...	1½		
1¾				
	KESWICK.....	4½	30	
				Descent continues gradually, then sharp rise and fall to Smaithwaite Br., gentle rise and then undulating road for 2 m. to long steep rise of ¾ m. Descent into Keswick begins, easy at first, but gradually becoming steeper, and requiring great care. Keep to <i>l.</i> at old toll-house (a), and after ¼ m. short rise. After this the descent becomes steeper and winding, and should not be ridden.

KENDAL TO KESWICK. *Reverse.*—Leaving Market House on the *r.*, short rise and fall, then long hard climb for 1½ m., followed by steep descent, after which undulating

run to Smaithwaite Br. Sharp rise and fall (the latter needing care) follows, then long gradual rise past Thirlspot, after which stiff climb, and level run to Wythburn. Care should be used descending Dunmail Raise, especially with a N. wind. (Just before Swan Inn keep to *r.*, and *l.* at next cross-roads for Grasmere.) Direct forward until after 20th m.s., when bear *l.* uphill to Windermere; thence unmistakable forward road to Kendal.

ALTERNATIVE ROUTE BY THE W. SIDE OF THIRLMERE.

About 200 yds. past the 12th m.s. from Windermere turn to *l.*; gentle rise, then level run for 4 m. When close to dam at N. end of lake keep straight on (*r.* goes across dam to St. John's Vale), thence easy descent to junction with main road just before 17th m.s.

Reverse.—Just beyond 4th m.s. from Keswick turn to *r.*; keep to *r.* at fork near dam and rejoin main road near 9th m.s. (Although about $\frac{3}{4}$ m. further this road is much better and prettier than the main road.)

NOTE.—(a) An easier and rideable (with care) though still steep road into Keswick, is by turning *r.* at old toll-house, and then *l.* over rly. br., still descending, under rly., through Bingham, into Keswick. Distance, $\frac{1}{4}$ m. further.

ROUTE 278. WINDERMERE TO KENTMERE.

Miles from Kendmere.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
8	WINDERMERE	...	...	Route 277 (reverse) to Staveley, where turn <i>l.</i> at d.p., and soon after turn $\frac{1}{2}$ over bridge and forward to Kentmere. Long steady rises with occasional slight descents, and indifferent surface.
4 $\frac{1}{2}$	Staveley.....	3 $\frac{1}{2}$		
	KENTMERE	4 $\frac{1}{2}$	8	

WINDERMERE TO KENTMERE. *Reverse.*—Direct forward to Staveley, where joining Kendal Rd., turn *r.* (d.p.) and follow Route 277 to Windermere.

ROUTE 279. KENDAL TO SEDBERGH.

Miles from Sedburgh.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
10 $\frac{1}{2}$	Kendal	...	...	Proceed up Highgate, and at top turn sharp to <i>r.</i> down Finkle St.; keep forward, bearing slightly to <i>l.</i> , and cross Stramongate Br.; bear to <i>r.</i> , and immediately afterwards to <i>l.</i> up Castle St.
8 $\frac{1}{4}$	↑ ⌘			

Route 279. KENDAL TO SEDBERGH—continued.

Miles from Sedbergh.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
6½	↑			¼ m. further keep to <i>l.</i> up very steep hill, under rly., and bear <i>l.</i> down easy descent, at foot of which take to <i>l.</i> at fork (d.p. on lamp); long rise and fall, thence direct road, undulating right to Sedbergh (keeping <i>r.</i> at 8½ m.). Surface bad, usually very stony, and with many steep hills <i>en route.</i>
5¾	↑			
		↓	2¼	
4	↑	↓	3	
		↓	1¾	
1	↑			
	SEDBERGH	3½	10½	

KENDAL TO SEDBERGH. *Reverse.*—¾ m. from Sedbergh take to *r.*, under rly. br. At d.p., 1½ m. further, turn to *l.*, and ½ m. further to *r.*, up steep hill. 1¼ m. further, at d.p., keep straight forward, down short steep hill, then direct to Kendal, keeping straight forward at all cross-roads.

NOTE.—This is one of the worst main roads in England. It abounds in dangerous hills, is almost wholly of loose and stony surface, and the greatest care must be exercised throughout.

Route 280. KENDAL TO APPLEBY.

Miles from Appleby.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
23	Kendal	...	...	Follow Route 2 to Duke of Cumberland P.H., where turn to <i>r.</i> , passing over rly. 2 m. from Kendal and again 1 m. further. Up and down hill to Grayrigg, telegraph wires running alongside. Steady ascent, with occasional short breaks to Dillicar Summit. Then descent, occasionally steep, with sharp turn to <i>r.</i> under rly. to Low Borrow Bridge P.H. Road again crosses rly., where turn to <i>l.</i> and cross line a third time, keeping to <i>r.</i> before crossing rly. Short rise and then steady descent into Tebay. Surface, with slight intervals, bad.
17¾	Grayrigg	5¼		
15¼	Dillicar Summit ...	2½		
	↓			
13¾	Low Barrow Br. P.H.	1½		
11¾	Tebay Railway Sta. ...	2		Keep to <i>l.</i> at fork (d.p.) and cross rly., and hilly road to Orton, on entering which keep to <i>l.</i> and then to <i>r.</i> Follow telegraph wires for 2 m. up.
10¾	Tebay	1	12¼	

Route 280. KENDAL TO APPLEBY—*continued.*

Miles from Appleby.	Places on the Road.	Mileage.		General description of the Road
		Inter-mediate.	Total.	
8	Orton.....	2 $\frac{3}{4}$	23	Orton Scar, after which level and very rough. Keep straight on at all points where roads lead off; descent for 2 $\frac{1}{2}$ m. to Hoff. From here keep to <i>l.</i> till within $\frac{1}{2}$ m. of Appleby, when turn to <i>r.</i> ; cross R. Eden and turn to <i>l.</i> over br. into town.
2 $\frac{1}{2}$	Hoff	5 $\frac{1}{2}$		
	APPLEBY	2 $\frac{1}{2}$		

KENDAL TO APPLEBY. *Reverse.*—Leaving by road to S. turn *r.* and cross R. Eden, and shortly after turn *l.* 1 m. further keep *r.*, and then straight forward to Tebay, after passing which turn *r.* At Low Barrow Bridge Inn turn *r.*, and keep *r.* at fork at Dillicar Summit, whence a direct forward road into Kendal.

ROUTE 281. ULVERSTON TO AMBLESIDE.

(Via Coniston.)

Miles from Ambleside.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
21 $\frac{1}{4}$	Ulverston	...	...	Route 271 (reverse) to Greenodd, and at d.p. beyond village keep straight on (<i>r.</i> to Newby Bridge). At Penny Bridge keep straight on at d.p. (<i>r.</i> to Rusland). At next fork take lower road (either will do) to Spark Bridge. Road now becomes more undulating, with ascent to and descent from Lowick Bridge. Good surface so far; fairly level and fair surface to Blawith, in which is a gate across the road. After passing Lake Side Hotel (on <i>r.</i>), road is rougher and runs by side of Coniston Lake for 2 m. Then a gate crosses the road, which now leaves lake, and there is a long steep ascent to another gate. Then undulating, and cross rly., through Torver, and after a short level stretch there is a gradual descent of 1 $\frac{1}{2}$ m. into Coniston. Great care required on entering village.
17 $\frac{3}{4}$	Greenodd	3 $\frac{1}{2}$	14	
17 $\frac{1}{4}$	Penny Bridge	$\frac{1}{2}$		
16 $\frac{1}{4}$	Spark Bridge	1		
15	Lowick Bridge.....	1 $\frac{1}{4}$		
13 $\frac{3}{4}$	Blawith	1 $\frac{1}{4}$		
	↑			
9 $\frac{3}{4}$	Torver	4		
	↘			
7 $\frac{1}{4}$	Coniston	2 $\frac{1}{2}$		
	↑			
3	Barnegates Inn	4 $\frac{1}{4}$	21 $\frac{1}{4}$	Proceed E. through the village, leaving which is a long ascent. At top of hill (d.p.) keep <i>l.</i> , and at next turn (2 $\frac{1}{4}$ m.) keep <i>l.</i> again. Thence an undulating run past Barnegates Inn, whence is a dangerous descent with sharp turn <i>l.</i> at foot. Fairly level run to Clappersgate, where bear <i>l.</i> to Ambleside. Fair surface.
	↘			
1	Clappersgate	2		
	↓			
	AMBLESIDE	1		

ULVERSTON TO AMBLESIDE. Reverse.—Turn W. out of Ambleside, and forward to Clappersgate. Cross R. Brathay, and after passing Pull Wyke Bay turn sharp *r.* and ascend to inn, and forward to Coniston. Proceeding towards sta., keep *l.*, and keep *l.* at all doubtful turnings. At Torver, after crossing rly. br., pass through gate, and long descent to lake, with sharp turn and closed gate at foot. Direct forward through Blawith (another closed gate) to Lowick, where keep *l.*, and *l.* again at Spark Bridge. Thence forward to Greenodd, whence follow Route 271 to Ulverston.

ALTERNATIVE ROUTE (No. 1).

CONISTON TO AMBLESIDE.

(Via Hawkshead.)

Miles from Ambleside.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
23	Ulverston	...	...	At top of hill after leaving Coniston turn <i>r.</i> (d.p.), and after an undulating run steep descent, with Hawkshead to <i>r.</i> at foot. Turn <i>l.</i> and fairly level run to Clappersgate, where bear <i>r.</i> to Ambleside. Moderate surface.
9	Coniston	14		
		↓		
4	Turn for Hawkshead	5		
1	Clappersgate	3		
	AMBLESIDE	1	23	

ALTERNATIVE ROUTE. CONISTON TO AMBLESIDE. Reverse.—Turn W. out of Ambleside to Clappersgate, and $1\frac{3}{4}$ m. further bear *r.* Before reaching Hawkshead turn *r.*, and long steep ascent. Keep bearing to *l.* and forward to Coniston, whence as in above route (reverse).

ALTERNATIVE ROUTE (No. 2).

CONISTON TO AMBLESIDE.

(Via Skelwith Bridge.)

Miles from Ambleside.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
22	Ulverston	...	...	Turn <i>l.</i> before reaching Waterhead Hotel, and proceed up Yewdale Valley; level at first, then mostly uphill. At $1\frac{1}{2}$ m. (d.p.) keep <i>r.</i> , and gradual ascent, then fairly level to Colwith. Turn <i>r.</i> (d.p.), and ascend and descend to Skelwith Bridge. From here road and river run near each other, through Clappersgate, then road bears <i>l.</i> into Ambleside.
8	Coniston	14		
4	Colwith	4		
3	Skelwith Bridge	1		
1	Clappersgate	2		
	AMBLESIDE	1	22	

ALTERNATIVE ROUTE (NO. 2), CONISTON TO AMBLESIDE. *Reverse.*—Turn W. out of Ambleside, and forward through Clappersgate to Skelwith Br. Keep straight on at d.p., and 1 m. further turn *l.* and forward to Coniston. Thence as in main route (reverse).

ROUTE 281A. GRASMERE TO CONISTON.

Miles from Coniston.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
8	GRASMERE	...	...	Leaving by the br. on the S. side of the church, proceed W. with the telegraph wires, keeping steadily to <i>l.</i> skirting the lake. At 1 m. the telegraph wires leave the road. Undulating run, with good surface to foot of Red Bank Hill, which is quite unrideable. $\frac{1}{4}$ m. further the gradient becomes less steep, and after passing a fork, where keep to <i>r.</i> , begins to descend rapidly. Just after passing under telegraph wire, which crosses the road, take very sharp backward turn to <i>l.</i> , and very steep descent follows. At d.p. at foot keep straight on through Elterwater village, cross br. over Great Langdale Beck, and at fork, shortly after, bear to <i>l.</i> ; undulating run and sharp descent to Colwith Bridge, with inferior surface. Steep ascent, and turn to <i>r.</i> along road from Ambleside, and after ascent for $\frac{1}{2}$ m. long easy descent to fork $\frac{1}{4}$ m. out of Coniston, where keep to <i>r.</i> into village. Fair surface.
	(Church.)			
6 $\frac{3}{4}$	Red Bank Hill	1 $\frac{1}{4}$		
	↑			
	⌄			
		↓	$\frac{3}{4}$	
		↓	$\frac{1}{4}$	
5 $\frac{1}{4}$	Elterwater	$\frac{1}{2}$		
		↓		
4 $\frac{1}{4}$	Colwith Bridge	1		
	↑			
	CONISTON	4 $\frac{1}{4}$	8	
	(Church.)			

GRASMERE TO CONISTON. *Reverse.*—Follow Ambleside Rd. for 3 $\frac{1}{2}$ m. to d.p. where turn to *l.* down steep hill to Colwith Bridge. Keep to *r.* at fork immediately after crossing, then straight forward through Elterwater village, to junction with road from Langdale, where turn sharp to *r.*, and direct road to Red Bank Hill, which should on no account be ridden. Thence direct, keeping steadily to *r.*, skirting the lake to Grasmere.

ROUTE 282. BROUGHTON-IN-FURNESS TO ULVERSTON.

Miles from Ulverston.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
9 $\frac{1}{2}$	BROUGHTON-IN-FURNESS	...	...	Leave Broughton by road under rly. br., keeping to <i>l.</i> at fork immediately afterwards, and to <i>l.</i>

Route 282.

BROUGHTON-IN-FURNESS TO ULVERSTON—cont.

<i>Miles from Ulverston.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
				again at fork $\frac{1}{4}$ m. further. Steep rise and fall, then keep straight forward past cross-roads at 1 m., and on to br. over Steers Pool. Road bends sharp <i>r.</i> , and then winding undulating run, with fair macadam surface to Grizebeck. Bear <i>l.</i> through hamlet; then long steep climb. Before reaching Goathwaite bear <i>r.</i> at fork, and 200 yds. further, where road ends, turn sharp <i>r.</i> Straight forward, mostly downhill, over cross-roads at 1 m., and 1 m. further, where three roads converge, bear <i>r.</i> and forward. At cross-roads a little over 1 m. further, keep straight on, and at fork, in next $\frac{1}{2}$ m., bear <i>r.</i> forward to Ulverston. Enter by Soutergate and King St., at end of which Market Cross on <i>l.</i> Mostly downhill, occasionally steep, from Goathwaite, with poor macadam surface.
8	Steers Pool Bridge	$\frac{3}{4}$		
6 $\frac{1}{2}$	Grizebeck	1 $\frac{1}{2}$		
5 $\frac{1}{2}$	Beanthwaite	1		
	(Goathwaite 4 $\frac{1}{2}$ m.)			
	Ulverston	5 $\frac{1}{2}$	9 $\frac{1}{2}$	
	(Market Cross.)			

BROUGHTON TO ULVERSTON. *Reverse.*—Proceed along King St., and to *l.* along Soutergate. 1 m. from Ulverston bear *l.* at fork, *l.* again at 2 $\frac{1}{2}$ m., and again *l.* at 3 $\frac{1}{4}$ m. Then forward, bearing *r.* downhill to Grizebeck, and *r.* in village, and forward to Broughton.

ROUTE 283. BROUGHTON-IN-FURNESS TO NEWBY BRIDGE.

<i>Miles from Newby Br.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
14	BROUGHTON	...	...	Route 282 to Slate Quarries after passing Beanthwaite, when turn <i>l.</i> down short steep hill, through Goathwaite. Straight forward through hamlet, and at cross-lanes keep forward up hill past school to Lowick Green, and on to Lanehead Smiles. Here turn <i>l.</i> and descend to Spark Bridge (d.p.). Cross river, bearing <i>r.</i> uphill, and straight forward at cross-roads (d.p.), and then on descending take road to <i>r.</i> At old toll-house (d.p.) join main road, and turn <i>l.</i> to Haverthwaite Sta.; follow Route 271 (reverse) thence to Newby Bridge.
10	Beanthwaite	4		
9	Goathwaite	1		
6 $\frac{1}{2}$	Lowick Green	2 $\frac{1}{2}$		
5 $\frac{1}{4}$	Spark Bridge	1 $\frac{1}{4}$		
2 $\frac{1}{2}$	Haverthwaite Rly. Sta.	2 $\frac{3}{4}$		
	NEWBY BRIDGE	2 $\frac{1}{2}$	14	

BROUGHTON TO NEWBY BRIDGE. *Reverse.*—Route 271 to old toll-bar after passing Low Wood Inn, where turn *r.* uphill. In $\frac{1}{2}$ m. turn *l.*, and immediately afterwards *r.*, and straight forward, bearing *l.* at and crossing Spark Br. After crossing turn *r.*, and then straight on through Goathwaite, after passing through which turn *r.* and follow Route 282 (reverse) to Broughton.

ROUTE 284. BROUGHTON TO WHITEHAVEN.

Miles from Whitehaven.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
40	BROUGHTON	...	...	Proceeding straight forward steep ascent, then descent to Duddon Br., crossing which bear <i>l.</i> , with very hilly road, to St. Anne's Ch., beyond which keep to <i>l.</i> , and at The Green turn <i>r.</i> (d.p.). Long rise to The Hill, then sharp descent, at foot of which keep <i>l.</i> to Millom. Straight on through town, with steep rise and fall, then an easily undulating run to Bootle. Good surface.
	↑			
38 $\frac{3}{4}$	Duddon Bridge ..	1 $\frac{1}{4}$		
35 $\frac{1}{2}$	St. Anne's Church	3		
35	The Green.....	$\frac{3}{4}$		
33 $\frac{1}{4}$	The Hill	1 $\frac{1}{4}$		In Bootle keep to <i>r.</i> , then an undulating run, with poor surface, for 4 m., when turn <i>r.</i> (<i>l.</i> leads over the sands), and afterwards bear <i>l.</i> at every turn, with an undulating road and fair surface ending in steep rise and fall to Ravenglass.
	↓			
31 $\frac{3}{4}$	Millom	2		
29 $\frac{1}{2}$	Silecroft.....	2 $\frac{1}{4}$		
28 $\frac{3}{4}$	Whieham	$\frac{3}{4}$		
27 $\frac{1}{2}$	Whitbeck	1 $\frac{1}{4}$		
24 $\frac{1}{2}$	Bootle	2 $\frac{3}{4}$	15 $\frac{1}{4}$	
	↑			
17 $\frac{3}{4}$	Muncaster Castle	7		
	↓			
16 $\frac{3}{4}$	Ravenglass	1	23 $\frac{1}{4}$	Taking the road underneath rly. br. at N. end of town, take first turn to <i>l.</i> past Independent Chapel, down to Mill Bridge, thence ascending to Carleton Green. Keep to <i>r.</i> , passing Carleton Hall on <i>r.</i> , and bear to <i>l.</i> to Irt Br., and after crossing same, bear to <i>r.</i> through Holmrook. Undulating road to Gosforth, on leaving which keep to <i>r.</i> After crossing Calder Br. bear to <i>l.</i> , and at Bank Fold turn to <i>r.</i> , and on to Blackbeck. Thence ascent and descent, followed by level run to Egremont, which enter by way of Bridge End and South St. Easy road with good surface.
15 $\frac{1}{2}$	Mill Bridge	1 $\frac{1}{4}$		
14 $\frac{1}{2}$	Carleton Green	1		
13 $\frac{3}{4}$	Holmrook	$\frac{3}{4}$		
11 $\frac{1}{4}$	Gosforth	2 $\frac{1}{2}$		
8 $\frac{3}{4}$	Calder Bridge	2 $\frac{1}{2}$		
	(Bank Fold.)			
7 $\frac{3}{4}$	Blackbeck	1		
5 $\frac{1}{2}$	St. Thomas' Cross	2 $\frac{1}{4}$		
5	Egremont	$\frac{1}{2}$	35	
4	Bigrigg	1		Continue along main street, passing rly. sta. on <i>r.</i> , thence direct road uphill to Bigrigg, and then descending, bearing to <i>l.</i> at Hensingham, to Whitehaven.
1	Hensingham.....	3		
	↓			
	Whitehaven ...	1	40	

BROUGHTON TO WHITEHAVEN. *Reverse.*—Leaving Whitehaven Castle on *l.*, steep ascent to Hensingham. Keep to *r.* through village, and then straight to Egremont.

Proceed down main street and South St., and cross br. Turn to *L.* past St. Thomas' Cross, and at Calder Br. bear to *r.* to Gosforth. Leave by way of Cross Lane and Bridge Petton; at Holmrook bear to *L.* over Irt Br., and at fork at Carleton Green again to *L.* After passing Mill Br. turn sharp to *r.* at junction with Muncaster Road, and enter Ravenglass under rly. br. Keeping to *L.* after passing rly. sta., bear *r.* at d.p. in $\frac{1}{2}$ m., and *r.* again in another $\frac{1}{2}$ m. (d.p.). At foot of steep hill turn sharp *r.* (d.p.), cross R. Esk at $2\frac{1}{2}$ m., again bear *r.*, and at 4 m. bear *r.* while ascending loose hill. In Bootle keep *L.*, then straight forward, keeping *r.* in Whitbeck, to Millom. Sharp rise and fall, at foot of which keep to *L.*, and 1 m. further bear *r.* Keep *L.* through The Green (d.p.), and after passing St. Anne's Ch. take first turn *r.*, and straight on into Broughton.

ROUTE 285. GOSFORTH TO SEASCALE.

<i>Miles from Seascale.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		Intermedi-ate.	Total.	
$2\frac{1}{2}$	GOSFORTH	...	...	At the N. end of the village and just before reaching the High School, the road for Seascale leads off to the left. It is fairly level, and generally of good surface, commanding views of the Wastdale and Eskdale valleys.
	SEASCALE	$2\frac{1}{2}$	$2\frac{1}{2}$	

GOSFORTH TO SEASCALE. *Reverse.*—Taking road to east from rly. sta., turn *L.* at cross-roads at $\frac{1}{2}$ m., and directly afterwards *r.*, then direct forward to Gosforth.

ROUTE 286. SEASCALE TO BROUGHTON-IN-FURNESS.

<i>Miles from Broughton.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		Intermedi-ate.	Total.	
19	SEASCALE	...	...	Route 287 to King of Prussia P.H. where keep <i>r.</i> and cross river. Shortly afterwards, after passing farmhouse, keep straight on along lane, passing cottage on <i>L.</i> Thence a heavy climb of 2 m. to summit of Birkby Fell, whence a fine view may be obtained. From the top the descent is easy for 2 m., but after the third gate it should not be ridden, as thence a dangerous descent extends to the inn at Ulpha. Indifferent surface.
10	King of Prussia P.H.	9		
$6\frac{1}{2}$	Birkby Fell	$3\frac{1}{2}$		
	(Summit.)			
4	Ulpha.....	$2\frac{1}{2}$	15	The road continues to fall, with three dangerous

Route 286. SEASCALE TO BROUGHTON-IN-FURNESS—continued.

	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
1½	Duddon Bridge	2½		descends until the main road is joined at Duddon Br. Poor surface. Bear <i>l.</i> and steep ascent and descent into Broughton-in-Furness.
	BROUGHTON-IN-FURNESS	1½	19	

SEASCALE TO BROUGHTON-IN-FURNESS. Reverse.—Proceed straight forward to Duddon Br., over which bear *r.* Thence direct road over the fells to King of Prussia Inn, where road from Boot is joined (Route 288—reverse). Follow same to within ½ m. of Carleton Green, when turn sharp round to *r.*, and forward as in Route 287 (reverse).

NOTE.—This route is over a very heavy mountain road, and great care is necessary in either direction between Broughton and King of Prussia Inn. Grand scenery on the way, however, affords some compensation for the road.

ROUTE 287. SEASCALE TO BOOT.

	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
10½	SEASCALE	...	...	Leave by road to S. bearing to <i>l.</i> and under rly. br. and then to <i>r.</i> , whence undulating road to Drigg. Bear to <i>l.</i> past church and at Holmrook turn sharp to <i>r.</i> past P.O. crossing 1st Br. Slight ascent to fork, where turn sharp round to <i>l.</i> and follow Route 288. Good surface and easy road generally.
8	Drigg	2½		
7½	Holmrook	¾		
	BOOT	7¼	10½	

SEASCALE TO BOOT. Reverse.—Follow Route 288 (reverse) to within ½ m. of Carleton Green, when turn sharp round to *r.* to Holmrook. At P.O. turn to *l.* to Drigg, and at fork bear to *r.*, whence direct to rly. br. turning into Seascale.

ROUTE 288. RAVENGLASS TO BOOT.

<i>Miles from Boot.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
9 $\frac{1}{4}$	RAVENGLASS	...	...	Leaving the village by the N. end pass under Whitehaven and Furness Rly., and Ravenglass and Eskdale Rly., and after passing chapel on l. take first turn to l., descending and crossing rly. to Mill Br., and then ascending to Carleton Green. At fork, $\frac{1}{2}$ m. further bear to r., then ascend and cross Irton Moor. Leaving Irton Hall on l. turn to r. at fork; winding road past Mount Pleasant, followed by sharp descent. Direct road past Sleathwaite and on to Bowerhouse Br., whence follow Route 289 (reverse). Surface fair throughout.
8	Mill Bridge	1 $\frac{1}{4}$		
7	Carleton Green	1		
5	Mount Pleasant	2		
	↓			
4	Sleathwaite	1		
3 $\frac{1}{2}$	Bowerhouse Bridge ...	$\frac{1}{2}$		
	BOOT	3 $\frac{1}{2}$	9 $\frac{1}{4}$	

RAVENGLASS TO BOOT. *Reverse.*—Follow Route 289 to Bowerhouse Br., where bear to l. at fork, and at second fork to l. again. At Mount Pleasant keep to r., and then to l., and again to l. at Carleton Green. After crossing Mill Br. turn sharp to r. under Eskdale and Ravenglass Rly. Br., and then direct into Ravenglass.

ROUTE 289. AMBLESIDE TO GOSFORTH.

<i>Miles from Gosforth.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
24	AMBLESIDE	...	...	Turn down by church and cross R. Rothay to Clappersgate, where take to r. uphill, and further on to l., keeping river in sight. Immediately after crossing Skelwith Br. turn r. up steep ascent, and, soon after commencing descent, branch off to r. down steep winding lane to Colwith, followed by steep rise. Undulating run, with fine scenery, to Little Langdale, where keep to r. up steep hill. After passing through gate take to l., and then through another gate, passing Fell Foot Farmstead, and then commence some seven miles of hard climbing, by execrable road, over Wrynose and Hardknot, each about 1,500 ft. high. After descending Hardknot and passing through gate continue along narrow lane, pass through a second gate after another road is joined, and $\frac{1}{2}$ m. further is a dangerously situated gate. Then good road
23	Clappersgate	1		
21 $\frac{1}{4}$	Skelwith Bridge	1 $\frac{3}{4}$		
	↑ ⌘ ⌘ ↓ ⌘			
20	Colwith	1 $\frac{1}{4}$		
	↑ ⌘ ⌘			
19	Little Langdale	1		
	↑			
17 $\frac{1}{4}$	Fell Foot	1 $\frac{3}{4}$		

Route 289. AMBLESIDE TO GOSFORTH—continued.

Miles from Gosforth.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
	↑ ↑			past Wool Pack Inn, descending to Boot. (This is not a route recommended for cyclists. Almost the whole of the seven miles over the fells must be walked in either direction, but the scenery is remarkably wild and grand).
9	Woolpack P.H.	8½		
8	Boot	1	16	Leaving Boot on <i>r.</i> keep straight on at cross-roads, then forward, steadily descending to Bowerhouse Br., where bear to <i>r.</i> at fork up Bowerhouse Bank. ¾ m. further the road turns abruptly to <i>l.</i> descending at first gradually, then steeper to Santon-Bridge hamlet. Crossing R. Irt, ascend gradually for about 1 m., and at fork bear to <i>r.</i> , then fairly level; straight forward over Bleng and Rowend Brs. into Gosforth.
7½	Beckfoot Bridge	¾		
5½	Eskdale Green	2		
4½	Bowerhouse Bridge ...	¾		
3	Santon-Bridge	1½		
1	Bleng Bridge	2		
½	Rowend Bridge	½		
	GOSFORTH	½	24	

AMBLESIDE TO GOSFORTH. Reverse.—Bear *r.* at fork in centre of village; straight road to Eskdale Green, about ½ m. past which bear to *l.* opposite King of Prussia P.H., then direct to Beckfoot Br. After crossing this, keep straight forward at cross-roads (*l.* into Boot village), and direct road till approaching Little Langdale, when, on meeting road, turn *r.* After leaving Colwith turn *l.*; then a direct forward road to Ambleside.

ROUTE 290. EGREMONT TO ST. BEES AND WHITEHAVEN.

Miles from Whitehaven.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
7	EGREMONT	...	...	Leaving Globe Hotel by road to S.W., having castle ruins on <i>l.</i> , keep to <i>r.</i> past Board School, and then gradual ascent for about 1 m., followed by descent to Ellergill Br. Steady rise to Outrigg; then short steep descent into St. Bees. Fair surface.
6¾	(Globe Hotel.)			
5¾	Hagget End	¼		
4¾	Ellergill Bridge	1¼		
4¼	Outrigg	¾		
4½	St. Bees	¼	2½	Turning to <i>r.</i> on entering village, keep straight on across Furness rly. to cross-roads after passing church and Grammar School, when turn to <i>r.</i>
2¼	Far Greenbank Farm	2½		

Route 290.

EGREMONT TO ST. BEES AND WHITEHAVEN

—continued.

Miles from Whitehaven.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
	Whitehaven ... (Market Place.)	2½	7	Bear to <i>r.</i> at fork, and at Far Greenbank Farm turn off to <i>r.</i> and take first road to <i>L.</i> , and direct into Whitehaven. Undulating road and good surface.

EGREMONT TO ST. BEES AND WHITEHAVEN. Reverse.—From Market Pl. take road to *S.*, bearing to *r.* along Preston St., and straight on to turn to *r.* and then to *L.* near Far Greenbank, whence direct into St. Bees. Keep straight along main street until ¼ m. past Manor House, whence turn to *L.* and direct road to Egremont.

ALTERNATIVE ROUTE FROM ST. BEES (VIA HENSINGHAM).

Miles from Whitehaven.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
7½	EGREMONT	...	...	Route as above to Far Greenbank, where, turning to <i>r.</i> , cross Furness rly., and straight forward to junction with main road, where turn <i>L.</i> and follow Route 284 to Whitehaven.
2½	Far Greenbank	4½		
1	Junction with main road	1		
	Whitehaven ...	1½	7½	

EGREMONT TO ST. BEES AND WHITEHAVEN (ALTERNATIVE ROUTE VIA HENSINGHAM). Reverse.—Route 284 (reverse) to Hensingham, where bear *r.*, and 1 m. further join main route, and forward as detailed above.

ALTERNATIVE ROUTE FROM ST. BEES (VIA PROSPECT HOWS).

Miles from Whitehaven.	Places on the Road.	Mileage.		General description of the Road
		Inter- medi- ate.	Total.	
7	EGREMONT	...	...	As in first route to St. Bees, and at fork, after passing cross-roads on leaving same, bear <i>L.</i> over rough road to Prospect Hill, where turn sharp <i>r.</i> and descend steep hill into Whitehaven by James St. to Market Pl.
4½	St. Bees	2½		
2	Prospect Hows Farm ...	2½		
	↓ ↓ ↓			
	Whitehaven ...	2	7	

EGREMONT TO ST. BEES AND WHITEHAVEN (ALTERNATIVE ROUTE VIA PROSPECT HOWS). *Reverse.*—Leave town by James St., turning *L.* at Prospect Hill, thence direct forward to St. Bees, whence as in first route.

NOTE.—The first route is that most used by local cyclists; the second, although of good surface, being longer; while the third is so inferior as to be rarely utilised.

ROUTE 291. WHITEHAVEN TO ENNERDALE.

Miles from Ennerdale.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
10	Whitehaven ...	...	...	Leave the town by Lowther St., and through the suburb of Corkickle. Long stiff ascent; good surface to Hensingham.
8 $\frac{3}{4}$	Hensingham	1 $\frac{1}{4}$	1 $\frac{1}{4}$	Take <i>L.</i> -hand road at fork (<i>r.</i> to Egremont), sharp rise, of $\frac{1}{2}$ m. to cross-roads, when turn to <i>r.</i> Undulating, mostly downhill and steep in places, to Kirkle, then more level to Cleator-Moor. Very rough surface.
6 $\frac{1}{4}$	Kirkle Railway Station	2 $\frac{1}{2}$		
5 $\frac{1}{2}$	Cleator-Moor	$\frac{3}{4}$	4 $\frac{1}{2}$	Keep to <i>r.</i> on leaving village; sharp rises and falls; rough surface to Wath. Turn to <i>r.</i> at cross-road before reaching the village, then bear to <i>L.</i> at next turning, and descend Wath Brow—very steep and rough; dangerous to ride. Cross R. Ehen at foot; thence slightly better surface, but very up and down, to Ennerdale Bridge.
5	Wath	$\frac{1}{2}$		
4 $\frac{3}{4}$	Wath Brow	$\frac{1}{4}$		
1 $\frac{3}{4}$	Ennerdale Bridge	3	8 $\frac{1}{4}$	The road to Ennerdale Water is extremely hilly and rough, and a very steep, dangerous hill leads down to Boathouse Hotel on the shore of the lake.
	ENNERDALE WATER.....	1 $\frac{3}{4}$	10	

WHITEHAVEN TO ENNERDALE. *Reverse.*—At top of hill leading up from the lake bear to *r.* and follow road to Ennerdale Bridge, when turn to *L.*, leaving the church on *r.* Bear to *r.* at fork just short of Wath, and cross river. At top of hill bear to *r.*, then turn to *L.*, and keep straight forward to within $\frac{1}{2}$ m. of Hensingham, when turn to *L.* at cross-roads down a steep hill to the village. Turn sharp to *r.* and follow road down a long hill to Whitehaven.

ROUTE 292. WHITEHAVEN TO SILLOTH.

Miles from Silloth.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
26 $\frac{1}{2}$	Whitehaven ...	...	...	Leave the town by Tangier St., passing Bransty Sta. on <i>L.</i> Gradual rise to 1st m.s., then fairly level to Moresby. Fair surface.

Route 292. **WHITEHAVEN TO SILLOTH**—*continued.*

<i>Miles from Silloth.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
24	Moresby	2½	2½	The road now becomes hilly and rough, requiring careful riding. Just beyond Distington Sta. keep to <i>r.</i> , and at fork ½ m. further bear to <i>l.</i> (<i>r.</i> to Cockermouth). Undulating road; fair surface. At a mile short of Workington there is a steep descent with an awkward bend. The descent to Workington requires care.
	↓			
22	Distington.....	2		
18	Workington ...	4.	8½	Entering the town turn to <i>r.</i> at end of Washington St., and cross river and rly. br.; then turn sharp to <i>l.</i> and pass under rly. to West Seaton. Take <i>r.</i> -hand road at fork over level crossing; thence level running, fair surface. Just beyond 3rd m.s. for Workington a colliery rly. crosses obliquely over the road; it should be ridden cautiously. At ¼ m. beyond Flimby there are two rather dangerous level crossings.
17	West Seaton.....	1		After passing rly. sta. on <i>r.</i> , turn to <i>l.</i> at cross-roads, and 150 yds. further turn to <i>r.</i> Keep to <i>l.</i> at Ellengrove Toll Gate. Good level road to Allonby.
14	Flimby	3		
12	Maryport	2	14½	
11½	Ellengrove Toll Gate.....	½		Keep straight through the village, and follow road skirting sea coast, keeping <i>l.</i> at fork ¾ m. past Beckfoot. Level, fair surface, but heavy after rain, and generally loose in dry weather.
7	Allonby	4½	19½	
4½	Old Mowbray	2½		
3	Beckfoot	1½		
	SILLOTH	3	26½	

WHITEHAVEN TO SILLOTH. *Reverse.*—Cross rly. br. and follow Coast Rd. to Allonby. Keep to *r.* in the village and continue along the sea shore to within 1½ m. of Maryport when bear to *l.* Entering Maryport turn sharp to *l.* and after 150 yds. turn to *r.*; the road to Workington is intersected at five different points by level colliery rly. crossings, they require care in riding over. At West Seaton bear to *l.* and at ½ m. further turn to *r.* and cross rly. br. and river. Bear to *l.* in Workington and keep *r.* at old toll bar. Join road from Cockermouth on *l.* at a m. short of Distington and bear to *r.*, then forward into Whitehaven.

ROUTE 293.**WHITEHAVEN TO COCKERMOUTH.**

<i>Miles from Cockermouth.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
14	Whitehaven ...	...	...	Leave past Grand Hotel up steep hill to Lonsdale Pl., then descend through Parton and Moresby.
13	Lonsdale Place	1		

Route 293.

WHITEHAVEN TO COCKERMOUTH—*continued.*

<i>Miles from Cockermouth.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
11 $\frac{1}{4}$	Moresby	1 $\frac{3}{4}$		Gradual ascent through Distington to Lilly Hall, where keep to <i>r.</i> at fork (d.p.), and, still ascending, continue to Winscales. Undulating road to Chapel Brow, where turn to <i>r.</i> ; steep descent, requiring care to Bridgefoot, somewhat hilly route through Broughton Cross to Brigham. After this there is some improvement, and the last 2 m. into Cockermouth are level and good. Enter town at W. end, keeping straight on up main street to Globe Hotel.
9 $\frac{3}{4}$	Distington.....	1 $\frac{1}{4}$		
9	Lilly Hall.....	$\frac{3}{4}$		
7	Winscales.....	2		
5 $\frac{1}{2}$	Chapel Brow ... 	1 $\frac{1}{2}$		
4	Bridgefoot.....	1 $\frac{1}{2}$		
2 $\frac{1}{2}$	Brigham	1 $\frac{1}{2}$		
	COCKERMOUTH (Globe Hotel.)	2 $\frac{1}{2}$	14	

WHITEHAVEN TO COCKERMOUTH. *Reverse.*—Proceed along main street to Brigham, then straight on to Bridgefoot and ascend Chapel Brow at top of which turn *l.* past Winscales and Lilly Hall, then straight forward into Whitehaven, passing Grand Hotel on *r.*

ROUTE 294.

COCKERMOUTH TO WORKINGTON.

<i>Miles from Workington.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
9	COCKERMOUTH	...	...	Route 293 (reverse) to top of Chapel Brow, where bear <i>r.</i> (<i>l.</i> to Whitehaven). Long easy rise for 1 m. then sharp descent to Clifton. Rough surface.
3 $\frac{1}{2}$	 Chapel Brow ...	5 $\frac{1}{2}$		
2 $\frac{1}{2}$	Clifton	1	6 $\frac{1}{2}$	Moderate rise from the village, then hilly and rough to Stainburn.
1	Stainburn	1 $\frac{1}{2}$	8	Good run down for $\frac{1}{2}$ m., steep near the foot, then a long rise, at top of which turn sharp <i>r.</i> down a very steep hill into Workington. The lower part which terminates in the town should not be ridden.
	 Workington ...	1	9	

COCKERMOUTH TO WORKINGTON. *Reverse.*—Proceeding by main road to W. of town, keep *l.* at top of hill, thence direct forward, joining Route 293 at Chapel Brow, a rough dangerous descent.

ROUTE 295.

COCKERMOUTH TO ENNERDALE.

Miles from Ennerdale.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
10 $\frac{3}{4}$	COCKERMOUTH	...	...	Proceeding westward from the Globe Hotel, turn to <i>L</i> . up Station St., and after crossing rly. br. turn to <i>r</i> . At foot of Mountain View turn <i>L</i> . past Brigham Rd. end, and up a long steep hill. After passing Paddle School steep ascent followed by easy descent to Beehive Inn. At fork up Peppercoats Brow bear to <i>L</i> . After passing Leigate Farm take narrow road to <i>r</i> ., and descend for about 1 m.; latter part rather steep. Ascending above Mockerkin Tarn (on <i>L</i> .), then undulating road to Lamplugh Cross P.H., after which take the second road to <i>L</i> ., and thence straight forward through Kirkland village. From here a tortuous and steep descent, on which great care must be exercised, to Ennerdale Bridge village. Surface usually good. (For Ennerdale Lake see Route 291.)
	(Globe Hotel.)			
9 $\frac{1}{4}$	Paddle School	1 $\frac{1}{2}$		
7 $\frac{3}{4}$	Beehive Inn	1 $\frac{1}{2}$		
7 $\frac{1}{4}$	Leigate Farm	$\frac{1}{2}$		
	↓	1.		
5 $\frac{1}{4}$	Mockerkin Tarn.....	1		
	↑			
2 $\frac{3}{4}$	Lamplugh Cross P.H.	2 $\frac{1}{2}$		
1 $\frac{1}{2}$	Kirkland	1 $\frac{1}{4}$		
	↓			
	ENNERDALE BRIDGE ...	1 $\frac{1}{2}$	10 $\frac{3}{4}$	

COCKERMOUTH TO ENNERDALE. Reverse.—Cross Crosdale Beck and straight on to Lamplugh Cross, after which branch to *L*. Then direct road to Cockermouth, which enter by turning to *r*. before coming to rly.; then to *L*., crossing rly. br., down Station St., and to *r*. along to Globe Hotel.

ROUTE 296.

COCKERMOUTH TO EGREMONT.

Miles from Egremont.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
16	COCKERMOUTH	...	...	Follow Route 295 to Lamplugh Cross P.H., and after crossing beck bear to <i>r</i> . at fork, and then turn sharp to <i>r</i> . at Kelton Head Farm, and then to <i>L</i> ., straight on to junction with road from Arlecdon. Here turn to <i>L</i> ., and at fork keep to <i>L</i> through Frizington and Wath to Woodend, where turn to <i>L</i> ., and then direct road to Egremont. Level and good surface.
8	Lamplugh Cross	8		
4 $\frac{1}{2}$	Frizington.....	3 $\frac{3}{4}$		
3	Wath	1 $\frac{1}{4}$		
2	Cleator	1		
1 $\frac{1}{2}$	Woodend	$\frac{1}{2}$		
	EGREMONT.....	1 $\frac{1}{2}$	16	

COCKERMOUTH TO EGREMONT. Reverse.—Proceeding along North Rd., past rly. sta., bear to *r*. at fork to Woodend. Here turn to *r*., crossing rly. and river to Cleator,

and straight on past Frizington. At fork near Griffin Inn bear to *r.*, and cross Frizington Moor. Take first turn to *r.* after passing Parsonage, thence direct to Lamplugh Cross, and on by Route 295 (reverse).

ROUTE 297.

COCKERMOUTH TO MARYPORT.

Miles from Maryport.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
7½	COCKERMOUTH (Globe Hotel.) ↑	...	...	Proceed along Main St. and Crown St., turning to <i>r.</i> by br. over R. Derwent. Steep ascent up Goat Brow to where Carlisle Road branches off to <i>r.</i> (1 m.). Undulating run to Dovenby; good surface. Long climb, and then equivalent downhill run to Folly Farm, after which there is a steady ascent, over poor road, to Dearham. Thence steep descent, followed by a level ½ m., and then long steady fall through Ellenborough into Maryport. Surface usually bad.
5	Dovenby	2½		
3½	Folly Farm	1½		
2½	Dearham	1		
1	Ellenborough ↓ MARYPORT	1½ 1	7½	

COCKERMOUTH TO MARYPORT. Reverse.—Crossing R. Ellen and M. and C. Rly., long ascents and descents until junction with Carlisle Road, 1 m. from Cockermouth. Then steep descent to Derwent Br., over which turn to *l.* along Crown St. and Main St. to Globe Hotel.

ROUTE 298. COCKERMOUTH TO CARLISLE.

Miles from Carlisle.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
25½	COCKERMOUTH ↑ (Globe Hotel.) ↑	...	...	Proceed along Main St. and Crown St. (macadamised), and turn to <i>r.</i> to bridge over Derwent. Steep climb up Goat Brow, and 1 m. from town turn to <i>r.</i> at fork and continue steady ascent. Then undulating road, keeping to <i>r.</i> at first road-ends (2nd m.s.), and about 1 m. further to <i>r.</i> at bend and on to "Black Cock," once a public-house. Then undulating road, followed by several sharp rises and falls, and finally long, steady climb to top of Wharrels Hill, after which steep and dangerous descent, turning sharp to <i>l.</i> and straight on past cross-roads into Bothel. Surface good.
22½	Black Cock	3½		
19½	Wharrels Hill ↓	3½		

Route 298. **COCKERMOUTH TO CARLISLE**—*continued.*

Miles from Carlisle.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
18½	Bothel	¾	7¾	Keep to <i>r.</i> at fork in village, cross Bothel Br. and immediately afterwards take road to <i>L.</i> , then steady descent to Kirkland Green. Bear to <i>r.</i> at fork past Cockbridge Temperance Hotel and cross R. Ellen to Mealsgate. At smith's shop keep to <i>r.</i> , then gentle ascent over Bolton Common to old toll bar, bearing to <i>r.</i> at fork, straight on to Red Dial. Easy gradients, and capital surface.
17½	Kirkland Green	1		
15½	Mealsgate	2		
11½	Red Dial	4	14¾	Continue straight ahead (road to <i>L.</i> to Wigton) to old Roman Camp known as Old Carlisle on <i>L.</i> and 1 m. further descend steep hill and cross Speedgill Br. Stiff ascent, generally rough, then long downward run through pretty scenery to Thursby. (1½ m. before, keep to <i>L.</i> by rly. arch.) Thence fine and fairly level run into Carlisle, where keep right on down Caldergate and Annetwell St., and turn to <i>r.</i> down Castle St. to Clock Tower.
11	Old Carlisle	½		
10	Speedgill Bridge ...	1		
8½	↑			
6	Thursby.....	4		
	Carlisle..... (Clock Tower.)	6	26½	

COCKERMOUTH TO CARLISLE. Reverse.—Leave Clock Tower, Carlisle, by Castle St. turning to *L.* along Annetwell St. and Caldergate. At Trinity Church keep to *L.* at fork, and again to *L.* at fork 1 m. further, then straight on to Thursby. Here take road to *L.* of village green, and 1½ m. further after passing rly. arch, take to *r.* at fork on to Red Dial. Keep straight on through Mealsgate and Bothel to Black Cock House, after which take second road to *L.*, and turn sharp to *r.* 200 yds. further. At Goat Brow turn to *L.* and descend to br. over Derwent leading into Cockermouth, after crossing which turn to *L.* and proceed along Crown St. and Main St. to Globe Hotel.

ROUTE 299. **COCKERMOUTH TO ASPATRIA.**

Miles from Aspatria.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
9	COCKERMOUTH	...	...	Following Route 298 until Moota House P.H. is reached, after which take first turn to <i>L.</i> over rough, uneven road. After short rise steep and dangerous descent to Parsonby, then level run, skirting Arkleby, after which bear to <i>r.</i> , and then to <i>L.</i> past Arkleby Hall, down to Arkleby
4½	Moota House P.H. ...	4½		
3	Parsonby	1½		

Route 299. COCKERMOUTH TO ASPATRIA—continued.

Miles from Aspatria.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
	(Arkleby $\frac{1}{4}$ m.) ↓			Mill. Sharp rise after crossing R. Ellen, then straight into Aspatria, over undulating road, with rather better surface.
2	Arkleby Mill.....	1		
	↑ ASPATRIA	2	9	

COCKERMOUTH TO ASPATRIA. *Reverse.*—Proceeding down Station Rd. cross M. & C. Rly.; bear to *r.* past Arkleby Mill, and then to *l.*, after which straight on to junction with Carlisle—Cockermouth Road, where turn to *r.*, and follow reverse Route 298.

ROUTE 300. COCKERMOUTH TO KESWICK.

Miles from Keswick.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
13	COCKERMOUTH	...	...	Cross Cocker Br., and turn to <i>l.</i> up Castlegate, keeping straight on to fork at 1 m. (d.p.), where take to <i>r.</i> , and ascent of about 1 m. takes to top of Lambfoot Hill. Gradual descent to Embleton Sta. and village, after which steep hill, followed by undulating run to Braithey Hill Farm, where keep straight on through Wythop Woods ($3\frac{1}{2}$ m.) to Thornthwaite. Keep to main road at Braithwaite Br., level run followed by sharp short ascent into Portinscale, bear to <i>l.</i> past P.O., and shortly after to <i>r.</i> at Crossings Br. to Greta Br., and into Main St., Keswick. Surface good, and fairly level. Pretty scenery, and views of Bassenthwaite Lake.
	(Globe Hotel.)			
11	Top of Lambfoot Hill	2		
10	Embleton Station	1		
	(C. K. and P. Rly.)			
9½	Embleton	½		
	↑			
	↓			
8½	Braithey Hill	1½		
3½	Thornthwaite	4½		
2½	Braithwaite Bridge.....	1½		
	(Braithwaite 11 m.)			
1	Portinscale	1½		
	KESWICK.....	1	13	
	(Town Hall.)			

COCKERMOUTH TO KESWICK. *Reverse.*—Leave Main St. by Greta Br., bear to *l.* at Crossings Br., and at Portinscale to *r.* at P.O.; $\frac{1}{2}$ m. further to *l.* at bridge over Newlands Beck. Afterwards bear to *r.*, and to *r.* at Peel Wyke Sta., $\frac{1}{2}$ m. before reaching Braithey Hill. After level crossing bear to *l.*, then straight on to Cockermouth.

ALTERNATIVE ROUTE BY EAST SIDE OF BASSENTHWAITE LAKE.

<i>Miles from Keswick.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
14 $\frac{1}{4}$	COCKERMOUTH	...	...	Follow above route to Braithley Hill, where diverge to <i>l.</i> at fork. Cross Ouse Br. at foot of lake, and bear to <i>r.</i> to Castle Inn, where turn off sharp to <i>r.</i> through part of Bassenthwaite village, after which road rises gradually to Little Crosthwaite. Thence to rly. br., turning to <i>r.</i> , and soon after to <i>l.</i> at Crossings Br. to Greta Br. and Main St. (This route is given for variety, but the road is neither so good, nor the scenery so pretty as that by Thornthwaite.)
9 $\frac{3}{4}$	Braithley Hill	4 $\frac{3}{4}$		
8 $\frac{3}{4}$	Ouse Bridge	$\frac{3}{4}$		
7 $\frac{1}{2}$	Castle Inn	1 $\frac{1}{4}$		
6 $\frac{1}{4}$	Bassenthwaite	1 $\frac{1}{4}$		
4	Little Crosthwaite	2 $\frac{1}{4}$		
	KESWICK	4	14 $\frac{1}{4}$	

COCKERMOUTH TO KESWICK (ALTERNATIVE ROUTE). *Reverse*.—Leave by Main St. and Greta Br., turning to *r.* at Crossings Br., and to *l.* and crossing C. K. & P. Rly. At Castle Inn turn to *l.* to Ouse Br., after crossing which turn sharp to *r.*, and $\frac{1}{4}$ m. further bear to *l.* to Braithley Hill, where take to *r.* along route given above.

ROUTE 301.

COCKERMOUTH TO BRAITHWAITE.

<i>Miles from Braithwaite.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
9 $\frac{1}{2}$	COCKERMOUTH	...	...	Cross Cocker Br. and keep to <i>r.</i> up Market Pl., turning to <i>r.</i> up Kirkgate, then straight on over rly. br., and several ascents and descents to junction of Buttermere Rd., where turn to <i>l.</i> at fork (d.p.). At fork $\frac{3}{4}$ m. further bear to <i>l.</i> again, and again to <i>l.</i> at fork past Rising Sun P.H. at High Lorton, road ascending all the way. Ascent continues steep to Old Toll Bar at Whinlatter summit, after which winding and very steep descent to Braithwaite. Surface usually good.
	(Globe Hotel.)			
6 $\frac{1}{4}$	Function of Buttermere Road	3 $\frac{1}{4}$		
4 $\frac{1}{4}$	Scaw Gill	2		
2 $\frac{1}{2}$	Whinlatter	1 $\frac{3}{4}$		
	BRAITHWAITE	2 $\frac{1}{2}$	9 $\frac{1}{2}$	

COCKERMOUTH TO BRAITHWAITE. *Reverse*.—Taking the road to W. by the river, long steep climb to Whinlatter Summit, after which direct road into Cockermouth.

NOTE.—This is the old coach road to Keswick (2 $\frac{1}{2}$ m. further), and is good but very hilly, and not so suitable for cyclists as that by Thornthwaite. Great care must be taken in descending Whinlatter on either side, but especially towards Braithwaite, as in addition to being winding and steep, parts of it are cut out of the solid rock, and are very slippery at certain seasons.

ROUTE 302.

COCKERMOUTH TO BUTTERMERE.

Miles from Buttermere	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
10	COCKERMOUTH	...	...	Follow Route 301 to junction of Braithwaite Rd., where bear to <i>r.</i> at fork; $\frac{1}{4}$ m. further bear sharp to <i>r.</i> , and 300 yds. further to <i>l.</i> over level road through Low Lorton. Then bear to <i>l.</i> , and 100 yds. further, at fork, turn to <i>r.</i> ; after which level run of 2 m. Then leave main road at fork and bear to <i>l.</i> past Low House Farm, whence very steep ascent to Lanthwaite Gate. Undulating road, with Crummock Water on <i>r.</i> , to Buttermere Hause (see note), $\frac{1}{2}$ m. past which brings to steep descent and heavy climb to vicarage, then steep descent into Buttermere. Good surface.
6 $\frac{3}{4}$	Junction of Braithwaite Road	3 $\frac{1}{4}$		
6	Low Lorton	3 $\frac{3}{4}$		
3 $\frac{3}{4}$	Low House Farm	2 $\frac{1}{4}$		
	↑			
2 $\frac{3}{4}$	Lanthwaite Gate	1		
1 $\frac{1}{4}$	Buttermere Hause	1 $\frac{1}{2}$		
	↓			
	↑			
	↓			
	BUTTERMERE	3 $\frac{1}{4}$	10	

COCKERMOUTH TO BUTTERMERE. *Reverse*.—Cross bridge and ascend hill to vicarage, and direct road to Cockermouth.

NOTE.—Buttermere Hause is a dangerous curve in the road and overhangs Crummock Lake. Cyclists approaching from either direction should exercise due caution.

ROUTE 302A. KESWICK TO BUTTERMERE.

Miles from Buttermere	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
9 $\frac{1}{2}$	KESWICK	...	...	Taking Route 300 (reverse) to Braithwaite, turn to <i>l.</i> through village, ascending to gateway leading on to Common, and thence past lead mines at Uzzicar. Ascent continues to Newlands House, from which very steep and dangerous descent into Buttermere. Rest of road good, and fine view at Newlands House.
7	Braithwaite	2 $\frac{1}{4}$		
5 $\frac{1}{2}$	Uzzicar	1 $\frac{1}{2}$		
5 $\frac{1}{4}$	Stoneycroft	1		
	↑			
4 $\frac{1}{4}$	Milldam	1		
2 $\frac{1}{4}$	Keskadale	1 $\frac{1}{2}$		
	↑			
1 $\frac{1}{4}$	Newlands House	1 $\frac{1}{2}$		
	↓			
	BUTTERMERE	1 $\frac{1}{4}$	9 $\frac{1}{2}$	

KESWICK TO BUTTERMERE. *Reverse.*—Leaving Victoria Inn bear to *L.* past church, and then hard climb to Newlands House, a dangerous descent, thence direct road to Braithwaite, where turn to *r.* and follow Route 300 to Keswick.

NOTE.—This route, taken in conjunction with No. 303, forms what is known as “The Buttermere Excursion.”

ROUTE 303.

BUTTERMERE TO ROSTHWAITE AND KESWICK.

Miles from Keswick.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
13½	BUTTERMERE	...	...	Leaving the direct road to Keswick on the <i>L.</i> , bear to <i>L.</i> after passing hotels up a steep hill, keeping on the flank of Robinson Mountain (height, 2417 ft.). Descend to near Buttermere Lake; at Gatesgarth a stream crosses the road, may be crossed by a br. by going through gate into farmyard, crossing br., and then through gate on to road again. Gradual ascent, with increasing gradient, to the Hause summit of Honister Pass (1190 ft.). Good road for a m., steep in places, then very steep descent for 1 m. into Seatoller. After about ½ m. turn to <i>L.</i> , and then straight on into Rosthwaite. Surface rough to Seatoller, then fair.
	↑			
11½	Gatesgarth	2		
	↑			
8¾	The Hause (Summit)	2½		Keep to <i>L.</i> and then straight on to past Grange Br. (on <i>L.</i>). Keep straight on, not crossing br., to Lodore Hotel (behind which are the Falls); then undulating run by Derwentwater Lake, drawing some distance off on nearing Keswick. Surface good, and scenery exquisite.
	↓			
7½	Seatoller	1½		
6	Rosthwaite	1¼	7½	
4	Grange Bridge..... (Grange.)	2		
3	Lodore	1		
	KESWICK	3	13½	

BUTTERMERE TO ROSTHWAITE AND KESWICK. *Reverse.*—Leave Keswick by Lake Rd., but at Lake Hotel keep straight on up short hill. Thence forward through Lodore, Rosthwaite, and Seatoller, ascending Seatoller Fell to The Hause, thence descending through Honister Pass to Buttermere.

ROUTE 304.

KESWICK ROUND BASSENTHWAITE.

Miles from Keswick.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
18	KESWICK	...	...	At W. end of Main St. cross Greta Br., turn to <i>r.</i> at Crossings Br., and follow Alternative Route (reverse) No. 300, to Ouse Br. Keep bearing to <i>l.</i> , and after 1 m. join road from Cockermouth, and follow Route No. 300 (original) back to Keswick.
	(Town Hall.)			
9	Ouse Bridge	9		
	KESWICK	9	18	

KESWICK ROUND BASSENTHWAITE LAKE. *Reverse.*—Follow Route No. 300 (reverse) to $\frac{3}{4}$ m. past Peel Wyke, when turn to *r.* to Ouse Br., where join Alternative Route No. 300 and return to Keswick.

ROUTE 305. KESWICK TO CARLISLE.

(Via Bothel.)

Miles from Carlisle.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
31 $\frac{1}{4}$	KESWICK	...	...	Proceed down Main St. to Greta Br., then straight on to cross-roads at Great Crosthwaite, where turn to <i>r.</i> ; bear to <i>l.</i> at Skiddaw Lodge, crossing C. K. & P. Rly. (d.p.). Undulating run to Mirehouse (turn to <i>l.</i> takes down to Bassenthwaite), after which long steady rise, skirting the base of Skiddaw (3054 ft.), becoming steeper towards Bewaldeth, a m. past which turn to <i>l.</i> , surface deteriorating. Descend to Bothel village, where turn to <i>r.</i> down street.
	(Town Hall.)			
26 $\frac{3}{4}$	Mirehouse	4 $\frac{1}{2}$		
	(Bassenthwaite 7 m.)			
23 $\frac{1}{4}$	Castle Inn	3 $\frac{1}{2}$		Thence as detailed in Route 298.
22 $\frac{1}{4}$	Bewaldeth	1		
18 $\frac{1}{2}$	Bothel	3 $\frac{3}{4}$	12 $\frac{3}{4}$	
	Carlisle	18 $\frac{1}{2}$	31 $\frac{1}{4}$	

KESWICK TO CARLISLE. *Reverse.*—Route 298 (reverse) to Bothel. Continue up through village and at end turn to *l.* After nearly 3 m. gradual rise turn to *r.* at Whittis Rd. Ends. Then straight to Little Crosthwaite, where turn to *r.* over rly. and then at cross-roads to *l.* into Keswick.

ROUTE 306.

KESWICK TO ASPATRIA AND SILLOTH.

Miles from Silloth.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
27 $\frac{1}{2}$	KESWICK	...	...	Route 305 to Bothel, where keep forward over Bothel Beck, then turning to <i>l.</i> 2 m. further turn to <i>l.</i> through Blennerhasset, over river, then underneath rly. arch at Baggrow, and up steep hill, and take first turn to <i>l.</i> at four-road-ends, whence 2 m. of good road brings to Aspatria. Surface generally good throughout.
14 $\frac{1}{2}$	Bothel	12 $\frac{3}{4}$	...	
13 $\frac{1}{2}$	Kirkland Green	1 $\frac{1}{2}$	...	
	↓			
11 $\frac{3}{4}$	Blennerhasset	1 $\frac{3}{4}$	...	Continue along main street, turning to <i>r.</i> just before reaching church. Pass West Newton Freestone Quarries to West Newton, where turn to <i>r.</i> , and, at next turn, to <i>l.</i> Several sharp ascents and descents to Mealrigg, after which take second road to <i>r.</i> , and pass Aikshaw, keeping <i>l.</i> -hand roads. At The Tarn (a small lake) keep straight across four-road-ends, and 1 $\frac{1}{4}$ m. past Pelutho turn to <i>r.</i> , and shortly after to <i>l.</i> into Blitterlees, whence afterwards turn to <i>r.</i> , and a little further on to <i>r.</i> again to rly. br., after which first turn to <i>l.</i> down Eden St., past P.O., and at foot turn to <i>r.</i> along to Queen's Hotel. Easy road, good surface, and level.
11	↑			
9	Aspatria	2 $\frac{3}{4}$	18 $\frac{1}{2}$	
	(Church.)			
	↓			
7 $\frac{1}{4}$	West Newton	1 $\frac{3}{4}$	...	
	↑			
	↓			
6 $\frac{1}{4}$	Mealrigg	1	...	
	↓			
4 $\frac{1}{2}$	The Tarn	1 $\frac{3}{4}$	...	
3 $\frac{1}{2}$	Pelutho	1 $\frac{3}{4}$	...	
1	Blitterlees	2 $\frac{3}{4}$	...	
	SILLOTH	1	27 $\frac{1}{2}$	
	(Queen's Hotel.)			

KESWICK TO ASPATRIA AND SILLOTH. Reverse.—Proceed S. from Queen's Hotel to Eden St., along which turn to *l.* At end turn to *r.* to rly. br., soon after which to *l.*, and shortly after to *l.* again. Entering Blitterlees at cross-roads keep straight on, turning to *r.* at Balladoyle and shortly after to *l.* to Pelutho. Thence to *r.* to The Tarn. At West Newton incline to *r.* and then to *l.* on entering village, then first turn *r.* down a short brow and on to Aspatria. Turn to *l.* after passing church, and after crossing rly. to *r.* at fork; 2 m. further to *r.* again. At first road-end after leaving Blennerhasset turn to *r.*, then on to Bothel Br. Continue up through village and follow Route 305 (reverse) to Keswick.

ROUTE 307. ALLONBY TO WIGTON.

Miles from Wigton.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
11 $\frac{1}{2}$	ALLONBY	...	...	Leaving by road to E. from Ship Hotel, continue along level road to West Newton, after passing

Route 307.

ALLONBY TO WIGTON—*continued.*

Miles from Wigton.	Places on the Road.	Mileage.		<i>General description of the Road.</i>
		Inter- medi- ate.	Total.	
7½	West Newton	4		straight through which, incline <i>L.</i> and then straight forward, with narrow road. After passing Cross Rigg sharp down gradient and equivalent rise, and another descent to rly. br. at Langrigg and rise to Wellington Inn. At foot of hill after passing P.H. join road from Aspatria and turn to <i>L.</i> following reverse Route 308. Good surface.
6½	Cross Rigg	1		
5½	Langrigg	1		
	↓	½		
	WIGTON	5	11½	

ALLONBY TO WIGTON. Reverse.—Follow Route 308 to Scales, and at cross-roads after passing village turn to *r.* up steep hill, and then straight ahead to Allonby.

ROUTE 308. WIGTON TO MARYPORT.

Miles from Maryport.	Places on the Road.	Mileage.		<i>General description of the Road.</i>
		Inter- medi- ate.	Total.	
16½	WIGTON	...	...	Proceeding along West St., keep to <i>L.</i> on reaching Brookfield School, about 1 m. out, and cross rly. br. Straight ahead until after passing cross-roads at Leegate House, after which road bends to <i>L.</i> At fork after passing Scales turn to <i>L.</i> , then direct road to Aspatria. Good surface, with occasional hills.
14½	(Market Place.)			
13	Waverton	2		
	Leegate House	1½		Passing straight through town, take road to <i>r.</i> past quarry; ½ m. further at road-end take first road to <i>r.</i> , and 100 yds. further turn to <i>L.</i> ; then direct to Hayton. Take the road to <i>r.</i> at the end of the village, and then descend (care being necessary about halfway down) to shore, where turn to <i>L.</i> and follow Route 292 (reverse) to Maryport. A pleasant run, with surface usually of good order.
	↑			
	⌵			
12	Scales	1		
8¾	Aspatria	3¼	7¾	
6¼	Hayton	2½		
	⌵	½		
	↓			
	MARYPORT	5¾	16½	

WIGTON TO MARYPORT. Reverse.—Follow Route 292 to Mealo (4½ m.), where diverge to *r.* Keep to *L.* at first turn, and to *L.* through Hayton, and take the road to *r.* on leaving village, and then first to *L.* on to Aspatria. Continue straight through town, keeping to *L.* when crossing rly. br., then direct road to Wigton; mileposts are fitted partly along the route.

ALTERNATIVE ROUTE BY CROSBY.

<i>Miles from Maryport.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
15 $\frac{1}{4}$	WIGTON	...	...	Follow above route until leaving Aspatria, when keep to <i>l.</i> at fork through Prospect. Undulating road. $\frac{3}{4}$ m. past Moorend Cottages (d.p.) at fork bear to <i>r.</i> uphill to Crosby; then descend to junction with Allonby Road past Ellen Grove, and follow Route 292 (reverse) to Maryport. Good surface.
7 $\frac{1}{2}$	Aspatria	7 $\frac{3}{4}$		
5 $\frac{1}{2}$	Prospect	2		
4 $\frac{1}{2}$	Moorend Cottages	1		
2 $\frac{3}{4}$	Crosby	2		
1 $\frac{3}{4}$	Birkby	1		
$\frac{3}{4}$	Ellen Grove	$\frac{3}{4}$		
	MARYPORT	$\frac{3}{4}$	15 $\frac{1}{4}$	

WIGTON TO MARYPORT (ALTERNATIVE ROUTE). *Reverse*.—Leaving by Route 292 turn to *r.* at 1 m. past Ellen Grove, and then straight road to Aspatria.

ROUTE 309. PENRITH TO AMBLESIDE.

<i>Miles from Ambleside.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
23 $\frac{1}{2}$	PENRITH	...	...	Leave Market Pl. by Castlegate; short steep rise. At top take first turn to <i>l.</i> , passing rly. sta. on <i>r.</i> , at 1 m. pass under three rly. brs., and ascend to Red Hill village, after which long descent. Then steep winding hill to fork and d.p., where turn to <i>l.</i> ; surface good. Short steep awkward hill, then downward tendency to fork and d.p. where turn again to <i>l.</i> Avenue of trees leads to Dalemmain Park gate, pass House on <i>r.</i> and cross Dacre Beck. Thence rough road to Park gate, after which rise and fall to lake.
22 $\frac{1}{2}$	↑ Red Hill	1		
	↓	1		
20 $\frac{3}{4}$	Dalemmain Park	$\frac{3}{4}$		
20 $\frac{1}{2}$	Dalemmain House	$\frac{1}{4}$		
18 $\frac{1}{2}$	↑ Ulleswater	2	5	
16	Watermillock	2 $\frac{1}{2}$		
14	Gowbarrow Park	2		On joining Lakeside Rd., keep <i>r.</i> The road is, at first, level, but is followed by severe rise, then incline to Brackenrig Hotel; from which a considerable descent and short rise into Watermillock. Undulating and then long descent to Lakeside. The road continues near the edge, entering Gowbarrow Park. Cross Aira Br. and leave park. (Road to <i>r.</i> to Matterdale and Keswick.) Level road to Glencoyne Beck, where enter Westmorland and on to steep ascent at Stybarrow Crag. Easy descent, then another hard climb, then gradual descent through woods to Ulleswater Hotel, in the
12 $\frac{1}{4}$	Aira Bridge	1 $\frac{3}{4}$		
10 $\frac{3}{4}$	Glencoyne Beck	1 $\frac{1}{2}$		

Route 309. **PENRITH TO AMBLESIDE**—*continued.*

Miles from Ambleside.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
10	↑ Stybarrow Crag	$\frac{3}{4}$		grounds adjoining which is situated the landing stage of the lake steamers. Winding but unmistakable road to Glenridding; then through finely wooded grounds of Patterdale Hall, over Grisdale Beck, and past Patterdale Ch., into village.
9½	Glenridding	$\frac{1}{2}$		
8½	Patterdale..... (Patterdale Hotel.)	1	15	Keep straight forward to Brothers' Water Inn, shortly after which commences a continuous ascent of nearly 1000 ft., and occasionally steep to summit of Pass. After passing Travellers' Rest P.H. turn to r.; very steep winding descent, afterwards becoming easier, until within a m. of Ambleside, when again very steep. Entering Ambleside turn to l. after passing old church, to White Lion. The surface throughout is generally good.
5½	Brothers' Water P.H.	3		
3	↑ Kirkstone Pass.....	2½		
	↓ ↓ ↓ ↓			
	AMBLESIDE (White Lion.)	3	23½	

PENRITH TO AMBLESIDE. *Reverse.*—Leave Ambleside by narrow street on *l.* of Salutation Hotel, up past the old church, then direct to Patterdale. Keep straight on to Glenridding and Ulleswater Hotel, soon after which two descents at Stybarrow Crag should be ridden with care. The road to the end of the lake is unmistakable; near the end *l.* at d.p. for Dalemain. Steep rise to junction with Keswick Rd., then descent requiring care, the same applying to the descent at Red Hills. At foot after passing three rly. brs., turn to *l.* at fork (d.p.), then straight on past rly. sta., after which turn to *r.* Bear to *l.* and descend Castlegate, steep and winding, bearing slightly to *l.* into Market Pl.

NOTE.—This route traverses some of the finest scenery in the Lake District, the view being best when riding towards Patterdale. Aira Force, a beautiful waterfall, should be visited; leave can be obtained at Lyulph's Tower to which a road leads from Aira Br.

ROUTE 310. PENRITH TO AMBLESIDE.

(Via Pooley Bridge, Patterdale, and Troutbeck.)

Miles from Ambleside.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
29 $\frac{1}{2}$	PENRITH..... ↓	...	...	Leave Market Pl. by road to S., at fork take to r., then sharp descent to Eamont Br., after passing which take first turn to r. Thence slight rise to Tirril, after which follow tel.
28 $\frac{1}{2}$	Eamont Bridge	I		

Route 310. **PENRITH TO AMBLESIDE**—*continued.*

Miles from Ambleside.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
26½	Tirril	2		wires along undulating road until just before reaching Pooley Bridge, when dangerous descent into village.
23½	Pooley Bridge	3	6	Pass through village, cross R. Eamont, and join Route 309. Turn <i>L.</i> for Watermillock and Patterdale, and follow said route to Travellers' Rest P.H.
21	Watermillock	2½		
13½	Patterdale	7½		
8	Travellers' Rest P.H.	5½	21½	After passing Travellers' Rest P.H. keep straight on, then several steep descents to Townhead, whence ascend steep road to <i>r.</i> to Mortal Man Inn (a). Level run through Troutbeck village, at end of which keep to <i>r.</i> , and, after short rise, long winding descent to Windermere—
5¼	Raven's Crag	2¾		Ambleside Road, along which turn to <i>r.</i> , and thence direct to Ambleside. The surface to junction with high road is indifferent, but considerably better than that of the direct road. From Low Wood Hotel is an excellent surface.
5	Stony Beck	¼		
4¾	Townhead	¼		
4½	Mortal Man P.H.	¼		
3½	Troutbeck	1		
	AMBLESIDE	3½	29½	

PENRITH TO AMBLESIDE (VIA POOLEY BRIDGE, PATERDALE, AND TROUTBECK). *Reverse.*—Follow the road to Windermere to 300 yds. beyond Low Wood Hotel, where turn to *L.*, thence direct to Patterdale, with long heavy climb to Kirkstone Pass. Thence as in Route 309 (reverse) to head of Lake Ulleswater, where turn to *r.* at d.p. for Pooley Bridge, crossing R. Eamont. Long hard climb out of village, then follow tel. wires to Tirril. At Eamont Br. bear sharp to *L.*, cross river, and ascend short steep hill. Keep to *L.*, and enter Penrith by London Rd., going straight on into Market Pl.

NOTES.—(a) The highest inhabited house in England.

(b) The scenery in the latter portion of this route is magnificent, all but the whole of Lake Windermere being visible.

ROUTE 311. AMBLESIDE TO PENRITH.

(Via Lowthwaite.)

NOTE.—The following route provides a pleasant alternative which may be utilised in return journey from Routes 309 and 310.

Miles from Penrith.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
29½	AMBLESIDE	...	...	Follow Route 277 for 11¼ m., when turn to <i>r.</i> at d.p., and immediately afterwards to <i>L.</i> over bad surface. For 2 m. nearly level, then ascent to
18¼	Divergence from Keswick Road	11¼		

Route 311. AMBLESIDE TO PENRITH—*continued.*

Miles from Penrith.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
16	Lowthwaite	2 $\frac{1}{4}$		Lowthwaite, followed by similar descent, usually rough. After passing Threlkeld Sta. turn to <i>r.</i> , and follow Route 313 (reverse) to Penrith.
15 $\frac{1}{2}$	Threlkeld Station	$\frac{1}{2}$		
	PENRITH	15 $\frac{1}{2}$	29 $\frac{1}{2}$	

AMBLESIDE TO PENRITH (VIA LOWTHWAITE). *Reverse.*—Just after passing Threlkeld Ch. on Route 313 turn to *l.* At fork 2 m. past Lowthwaite keep to *l.*, and join Keswick Rd. $\frac{1}{4}$ m. further, where turn to *l.* and follow Route 277 (reverse.)

ROUTE 312. AMBLESIDE TO LANGDALE PIKES.

Miles from Gt. Langdale	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
8	AMBLESIDE	...	...	Route 289 to Skelwith Br., where keep straight on, instead of crossing br., to the new road to Elterwater, leaving it on <i>l.</i> Thence direct forward road to Dungeon Ghyll, at the foot of Langdale Pikes. Undulating run to Elterwater, with fairly good surface; thence some sharp rises and falls, with indifferent surface.
5 $\frac{1}{4}$	Skelwith Bridge	2 $\frac{3}{4}$		
3 $\frac{1}{4}$	Chapel Style.....	2		
	DUNGEON GHYLL	3 $\frac{1}{4}$	8	
	(Foot of Langdale Pikes) ..			

AMBLESIDE TO LANGDALE PIKES. *Reverse.*—Follow the coach road, keeping to *l.* at Skelwith, and thence by Route 289 (reverse) to Ambleside.

ROUTE 313. PENRITH TO KESWICK.

Miles from Keswick.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
19	PENRITH.....	...	...	Leave by Castlegate and cross rly. br. Easy road straight on to Greystoke. Turn to <i>l.</i> in village, and $\frac{1}{2}$ m. beyond, at fork, to <i>r.</i> Slightly uphill to Motherby. Poor surface.
	(Clock Tower.)			
14	Greystoke	5		

Route 313. **PENRITH TO KESWICK**—*continued.*

Miles from Keswick.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
12	Motherby	2	7	At $\frac{3}{4}$ m. bear to r. over undulating road to Troutbeck Rly. Sta., after which slight descent, and then long steep climb to Scales old toll bar. Equivalent descent, requiring great care about $\frac{1}{2}$ m. past Scales, to Threlkeld. Moderate surface.
11 $\frac{1}{4}$	Railway bridge	$\frac{3}{4}$		
9	Troutbeck Station (L. & N.W.R.)	2 $\frac{1}{4}$		
	↑			
6	Scales Toll Bar	3 $\frac{1}{2}$		
	↓			
4	Threlkeld	1 $\frac{1}{2}$	15	Gradual descent to R. Greta and rly. br., after which hard climb, followed by long descent into Keswick, the last 1 $\frac{1}{2}$ m. requiring care. Keep straight on down Penrith Rd. and Station St. to Town Hall. Surface fair.
3	↑			
	↓			
	KESWICK	4	19	
	(Town Hall.)			

PENRITH TO KESWICK. Reverse.—Leave by Station St. and Penrith Rd.; steadily upward for 3 m., then steep and dangerous descent to R. Greta. Uphill to Scales, after which long and steep descent, dangerous near the foot, then rise to Troutbeck Sta. Keep straight on to rly. br. at 11 $\frac{1}{4}$ m., where turn sharp to l. to Greystoke. Turn up first road to r. in village; easy road to Penrith.

ALTERNATIVE ROUTE (VIA PENRUDDOCK)

Miles from Keswick.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
18	PENRITH	...	...	Leave by Castlegate, bearing to l. at top of hill. Very hilly and rather rough to Stainton. Road continues ascending (keep straight on at cross-roads), then undulating with better surface to Penruddock and Troutbeck.
15 $\frac{1}{2}$	Stainton	2 $\frac{1}{2}$		
	↑			
	↑			
11 $\frac{3}{4}$	Penruddock	3 $\frac{3}{4}$		
9	Troutbeck Rly. Sta. ...	2 $\frac{3}{4}$	9	Thence as detailed in above route to Keswick.
	KESWICK	9	18	

PENRITH TO KESWICK (ALTERNATIVE ROUTE). Reverse.—At rly. br. at 11 $\frac{1}{4}$ m. keep straight on through Penruddock, and forward to Penrith.

NOTE.—This route, in addition to being 1 m. shorter, is rather better than that via Greystoke.

ROUTE 314.

KESWICK ROUND DERWENTWATER.

Miles from Keswick.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
9 $\frac{1}{2}$	KESWICK	...	...	Route 303 (reverse) to Grange Br. where turn <i>r.</i> and cross br. to Grange village, and follow road skirting W. side of lake. Rough hilly road to Hause Ends. Short steep descent at the end of the mountain, with a very awkward turn, and a gate halfway down. Thence is a better surface, but very hilly to Portinscale, where turn <i>r.</i> to Keswick by Route 300.
5 $\frac{1}{2}$	Grange Bridge.....	4		
5 $\frac{1}{2}$	Grange	$\frac{1}{4}$		
	↑			
2 $\frac{3}{4}$	Hause Ends.....	2 $\frac{3}{4}$		
	↑			
I	Portinscale	I $\frac{3}{4}$		
	KESWICK.....	I	9 $\frac{3}{4}$	

KESWICK ROUND DERWENTWATER. *Reverse.*—Route 300 (reverse) to Portinscale, then turn *l.* by smithy. Thence forward, and keep *l.* at 1 m. from Portinscale, and sharp *l.* after gate at Hause Ends. Cross br. over R. Derwent and turn *l.*, following Route 303 to Keswick.

NOTE.—This route is very tedious in either direction, and is better fitted for pedestrian work than cycling. If ridden, great care must be exercised throughout, as many of the descents are very steep.

ROUTE 315. PENRITH TO WIGTON.

Miles from Wigton.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
1 $\frac{1}{4}$	PENRITH.....	...	...	Follow Route 2 to second fork, about 1 $\frac{1}{4}$ m., where keep to the <i>l.</i> , and descend to sharp turn to br. over L. & N.W. Rly.; stiff climb and then level to Hutton Hall. Road turns sharp to <i>l.</i> , and $\frac{1}{4}$ m. further, equally sharp to <i>r.</i> again. Gentle gradient to Crown Inn, where at fork keep to <i>l.</i> into Unthank. Surface fair.
	(Market Place.)			
6	Hutton Hall	5 $\frac{1}{4}$		Gradual rise, (road to <i>l.</i> to Skelton) straight on past Skelton Rd. Ends, then steady rise for 3 m. to fork where take to <i>r.</i> Lonely road gently descending for 3 $\frac{1}{2}$ m. to Sebergham. Indifferent surface.
5	Unthank	I	6 $\frac{1}{4}$	
4	Skelton Road Ends.....	I		
	(Skelton 8 $\frac{1}{2}$ m.)			
	↑			

Route 315.

PENRITH TO WIGTON—*continued.*

Miles from Wigton.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
8½	Sebergham (King's Arms Inn.)	5½	12½	Crossing br. over R. Caldew, the descent to which must be taken carefully, then steady ascent to Goose Green P.H., after which go straight on past four road-ends, and gradual descent, followed by sharp rise to Rosley. Keep straight on, passing the fair ground, to Warblebank, where bear to <i>r.</i> downhill to Carlisle—Cockermouth Road. Crossing this, (d.p.) keep straight on past High Moor House to junction with road between Red Dial and Wigton, where turn to <i>r.</i> , and continue into Market Pl. The latter portion of this road is good as regards surface, the first portion of it varying in condition.
8	↑			
7¾	Goose Green P.H.	¾		
5	Rosley	2¾		
3¾	Praemtree	1½		
2½	Warblebank	1½		
	WIGTON (Market Place.)	2½	21½	

PENRITH TO WIGTON. Reverse.—Take the second road to *l.* on leaving town, and keep to *r.* at three road-ends past High Moor House. Just after passing Rosley turn to *r.*; then direct road to Sebergham. Continue forward with steady rise for 3½ m., then bear to *l.* and descend with occasional sharp descents, requiring care, to Unthank. Turn to *l.* and soon after to *r.* at Hutton Hall. Steady descent to rly. br. when keep to the *r.* uphill, and again to the *r.* at two successive junctions with other roads, straight into Penrith.

ROUTE 316. WIGTON TO CALDBECK.

Miles from Caldbeck.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
7¾	WIGTON (Market Place.)	...	...	Leave by High St. to S., keeping straight on at four road-ends, and to <i>r.</i> at next fork. Gently undulating road and good surface to Red Dial Hotel, where the Cockermouth—Carlisle Road is crossed. ½ m. further at three road-ends, keep to <i>l.</i> , after which a continuous climb to Brocklebank. Thence short fall and rise, and then very dangerous descent, the road falling at the rate of 370 ft. to the m., to the ford over R. Whelpo into Caldbeck.
6½	Red Dial	1½		
2	Brocklebank	4½		
	CALDBECK	2	7¾	

WIGTON TO CALDBECK. Reverse.—Steep ascent to Faulds Brow Common, after which keep straight ahead descending all the way to the *second* three road-ends, where turn to *r.* to Red Dial, then cross Carlisle Rd. and straight on to Wigton.

ROUTE 317. PENRITH TO ASPATRIA.

Miles from Aspatria.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
29 $\frac{3}{4}$	PENRITH (Market Place.)	...	...	Follow Route 315 for 9 $\frac{1}{4}$ m. to fork where turn to <i>l.</i> Steep climb for 1 m. to Brick House. Then long steep descent, keeping to <i>r.</i> at fork to Bank End, then steep rise. Another sharp descent for a m. to br. over Caldew, after which short steep ascent to Hesket Newmarket. After passing Hesket Hall take first turn to <i>r.</i> , and then steady descent to Caldbeck. Surface, after leaving Sebergham Rd., very indifferent.
19 $\frac{1}{2}$	Brick House	10 $\frac{1}{4}$		
	↓			
18 $\frac{1}{2}$	Bank End	1		
	↑			Keeping to S. side of R. Whelpo, the village of that name is reached after a long steady climb, which continues until it is crossed at Parkend, where a gate leads to Ellerbeck Common. At Snow Hill Farm bear to <i>r.</i> , still rising, through gate. The top is reached $\frac{1}{4}$ m. further, and shortly after beginning descent keep to <i>l.</i> at fork, and descend to Ireby Mill; thence short rise to village. Surface indifferent.
	↑			
16 $\frac{3}{4}$	Hesket Newmarket	1 $\frac{3}{4}$		
15 $\frac{1}{4}$	Caldbeck (Inn.)	1 $\frac{1}{2}$	14 $\frac{1}{2}$	
14 $\frac{1}{4}$	Whelpo	1		
13 $\frac{1}{2}$	Parkend Bridge	$\frac{3}{4}$		
12 $\frac{1}{4}$	Snow Hill Farm	1 $\frac{1}{4}$		
	↓			Continue along narrow road, crossing R. Cockshot, then stiff climb and gradual descent to Torpenhow. After leaving the village a fine view of the county from Carlisle to the coast will be obtained, and a gentle descent brings to a steeper fall (requiring care) to Bothel Br., over which lies the village.
	↑			
9 $\frac{1}{2}$	Ireby	2 $\frac{3}{4}$	20 $\frac{1}{4}$	
	↑			
7	Torpenhow	2 $\frac{1}{2}$		Thence as detailed in Route 306 to Aspatria.
	↓			
5 $\frac{3}{4}$	Bothel	1 $\frac{1}{4}$	24	
	ASPATRIA	5 $\frac{3}{4}$	29 $\frac{3}{4}$	

PENRITH TO ASPATRIA. Reverse.—Route 306 (reverse) to Bothel Br., where keep *r.*, and direct road to Hesket Newmarket. Keep *l.* on entering village, and forward to junction with Sebergham Rd., where follow Route 315 (reverse) to Penrith.

ALTERNATIVE ROUTE (VIA MEALSGATE.)

Miles from Aspatria.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
33 $\frac{3}{4}$	PENRITH	...	...	Route as above past Snow Hill Farm, to fork after beginning descent, where keep to <i>r.</i> After
16 $\frac{1}{4}$	Snow Hill Farm	17 $\frac{1}{2}$		

Alternative Route (via Mealsgate)—*continued.*

Miles from Aspatia.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total	
11 $\frac{3}{4}$	↑			a steep rise of $\frac{1}{4}$ m. road turns to <i>r.</i> , and then long descent to Boltongate, occasionally requiring care. Straight forward to Carlisle—Cockermouth Road at Mealsgate, along which turn to <i>l.</i> and follow Route 298 (reverse) to Bothel Br., whence above route to Aspatia.
9 $\frac{3}{4}$				
8 $\frac{1}{4}$	Boltongate	6 $\frac{1}{2}$		
5 $\frac{3}{4}$	Mealsgate	1 $\frac{1}{2}$		
	Bothel	2 $\frac{1}{2}$		
	ASPATRIA	5 $\frac{3}{4}$	33 $\frac{3}{4}$	

PENRITH TO ASPATRIA (ALTERNATIVE ROUTE). *Reverse.*—Main route to Bothel, whence follow Route 298 to Mealsgate. Turn *r.* uphill, thence direct forward road to junction with main route at Snow Hill Farm.

NOTE.—The Mealsgate route, although longer, is preferable for cycles. A combination of the above may be formed by turning to *r.* on entering Ireby. $\frac{1}{4}$ m. uphill leads to steep descent (needing care) after which straight on, until alternative route is joined at Boltongate (distance, 34 $\frac{1}{4}$ m.). *In reverse*, take road to *r.* at Boltongate, descending hill carefully.

ROUTE 318. SILLOTH TO KIRKBRIDE AND CARLISLE.

Miles from Carlisle.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total	
23 $\frac{1}{2}$	SILLOTH	...	...	Follow reverse Route No. 320 to Abbey Town; continue straight through town, keeping to the <i>l.</i> past the Abbey, then under the Solway Junction Rly. and across R. Waver to Know Hill. Then to <i>l.</i> , and bend to <i>r.</i> $\frac{1}{4}$ m. further, past Moss-side; continuing, and bending to <i>l.</i> over N. B. Rly., and turning to <i>r.</i> to village of Newton Arlosh. At the end of the straight road in the village bear to <i>l.</i> , and then to <i>r.</i> a few hundred yards further, and again to <i>r.</i> at next fork, continuing straight on until rly. is crossed, and into Angerton. Turn to <i>r.</i> past Miss Scott's Hotel to Kirkbride. Level road, indifferent surface.
18 $\frac{1}{4}$	Abbey Town	5 $\frac{1}{4}$		
14	Newton Arlosh	4 $\frac{1}{4}$		
	(Longnewton.)			
11 $\frac{1}{2}$	Kirkbride	2 $\frac{1}{2}$	12	Leave Kirkbride by road alongside rly., crossing R. Wampool, passing Greenspot and Fingland, after which the road becomes slightly hilly. Straight on, until near Kirkbampton, when
10 $\frac{3}{4}$	Greenspot	1		
9 $\frac{3}{4}$	Fingland	$\frac{3}{4}$		

Route 318.

SILLOTH TO KIRKBRIDE AND CARLISLE—*continued.*

Miles from Carlisle.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
6½	Kirkbampton	3¼		sharp to <i>r.</i> and then to <i>l.</i> into village. Straight ahead through Thurstonfield, turning to <i>r.</i> at three road-ends into Moorhouse. Keep to <i>r.</i> at fork in village, and to <i>l.</i> on leaving. ½ m. further take to <i>r.</i> at fork, thence straight to Carlisle, joining Cockermouth Rd., in Caldewgate. Level, but indifferent surface.
5¾	Thurstonfield	¾		
4¾	Moorhouse	I		
	Carlisle	4¾	23½	

SILLOTH TO KIRKBRIDE AND CARLISLE. *Reverse.*—At Trinity Ch. (see Route 298) turn to *r.* under rly. br., and ¾ m. further to *l.* at fork. Bend to *r.* on entering Moorhouse, and then to *l.*, and take first road to *l.* after leaving village. At Kirkbampton take first road to *r.* on leaving village, and then on to Kirkbride. Take road to N. from Sta., and turn to *l.* through Angerton. Continue to Newton Arlosh, then straight through village, take first road to *l.* and cross rly. br., and follow through Moss-side. There turn to *l.* at extreme end of village, and to *r.* ½ m. further. Then straight on through Abbey Town past cross-roads by Route 320.

ROUTE 319. SILLOTH TO SKINBURNESS.

A level run of 1¾ m., with good road by the shore, leading N. from Silloth brings to Skinburness.

ROUTE 320. CARLISLE TO SILLOTH.

Miles from Silloth.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
22½	Carlisle	...	...	Leave by Castle St. and Caldewgate (setts), keeping to <i>l.</i> at Trinity Ch., and again to <i>l.</i> at Raffles, then straight on over undulating road to Thursby. Excellent surface.
	(Clock Tower.)			
21½	Raffles	1¼		Bear to <i>r.</i> at village green, through village, and then to <i>l.</i> at fork. At the 8th m.s. bear to <i>r.</i> , and immediately afterwards to <i>l.</i> , where the highest point on the road is reached. Undulating road through Micklethwaite, then sharp descent to R. Wampool. After crossing rly. turn to <i>r.</i> and ascend hill to Wigton Market Pl. Good surface and easy gradients.
16½	Thursby	4¾	6	
13½	Micklethwaite	3		

Route 320. **CARLISLE TO SILLOTH**—*continued.*

<i>Miles from Silloth.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
11 $\frac{1}{4}$	Wigton (Market Place.)	2 $\frac{1}{4}$	11 $\frac{1}{4}$	Follow main road through the town, and at $\frac{3}{4}$ m. bear to <i>r.</i> over rly. br.; slightly undulating surface to Waver Br. Cross br. and ascend long steep hill, keeping to <i>l.</i> at summit; through Wheyrigg and onward to br. over Solway Junction Rly. and Abbey Town. Undulating road.
9	Waver Bridge	2 $\frac{1}{4}$		
7	Wheyrigg	2		
5 $\frac{1}{4}$	Abbey Town	1 $\frac{3}{4}$	17 $\frac{1}{4}$	Turn to <i>l.</i> in village and follow rly. for $\frac{3}{4}$ m., then turn to <i>r.</i> over rly. br., and after moderate ascent and steep descent continue to Calvo, bearing to <i>l.</i> through village. Then straight on to Causeway Head, where, after passing church, take first road to <i>r.</i> , and then on to Silloth. At end of road turn to <i>l.</i> for Queen's Hotel. Surface good.
		↓		
2 $\frac{3}{4}$	Calvo	1 $\frac{1}{4}$		
		↓		
1	Causeway Head	1 $\frac{3}{4}$		
	SILLOTH	1	22 $\frac{1}{2}$	
	(Queen's Hotel.)			

CARLISLE TO SILLOTH. *Reverse.*—Take first turn to *r.* after leaving Queen's Hotel, and 1 m. beyond, at Causeway Head, turn to *l.*, and a m. further, at cross-roads, turn sharp to *r.* At rly. br. bear to *l.* for Abbey Town, and at road leading to rly. sta. turn to *r.* and follow road to Waver Br., beyond which, at fork, keep to *r.*, $\frac{3}{4}$ m. before Wigton bear to *l.*, then straight through town, and after 1 m. bear to *l.* over rly. br.; at Thursby bear to *l.* after passing village green; thence direct road to Carlisle.

ROUTE 321. **CARLISLE TO CALDBECK.**

<i>Miles from Caldbeck.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
13	Carlisle	...	...	Leave by the W. road over the Viaduct, and proceed down Denton St. After crossing rly. keeping <i>l.</i> at fork, turn to <i>r.</i> up Nelson St., and, at the end of the street, to <i>l.</i> over good surface past the Cemetery. Undulating road, crossing Maryport and Carlisle Rly. to Dalston. Continue straight through village and up a sharp brow, after which turn to <i>l.</i> at fork, up a gentle hill, and again to <i>l.</i> at top, 150 yds. further turning to <i>r.</i> Continued rise through Nether Welton to Welton, where turn to <i>r.</i> on leaving village, and then straight on up steep ascent, with uneven surface growing steeper to summit of Warnell
	(Clock Tower.)			
8 $\frac{3}{4}$	Dalston	4 $\frac{1}{4}$		
6 $\frac{1}{4}$	Nether Welton	2 $\frac{1}{2}$		
	↑			
4 $\frac{3}{4}$	Welton	1 $\frac{1}{2}$		
	↑			
	↑			

Route 321. CARLISLE TO CALDBECK—continued.

Miles from Caldbeck.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
2½	Warnell Fell	2¼		Fell. At three road-ends turn to <i>r.</i> down long incline, then bend to <i>l.</i> and long climb to top of Faulds Brow. There join Wigton—Caldbeck Road, and turning to <i>l.</i> follow Route 316. To Dalston the surface is good, but from there it greatly deteriorates.
	↓			
1¼	↑ Faulds Brow ...	1¼		
	CALDBECK	1¼	13	

CARLISLE TO CALDBECK. *Reverse.*—Follow Route 316 (reverse) to summit of Faulds Brow, where turn to *r.*, and then direct road to Nether Welton, after which turn to *l.* at three road-ends, and to *r.* at next three road-ends down two successive steep hills. Thence straight on until Carlisle is reached. After passing Cemetery take first road to *r.*, then, at end, to *l.* and over viaduct to Clock Tower.

ROUTE 322. RIPON TO HAWES.

Miles from Hawes.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
38½	RIPON	...	...	From S. bear <i>l.</i> opposite Cathedral, and bend <i>r.</i> into Market Pl., leaving by opposite corner Middle St. and forward along North St. to fork just opposite Princess Ter. where bear <i>l.</i> Forward, skirting wall of Palace Park, through North Leys to North Stainley, level road for 1¼ m. Steep descent then level over br. into Tanfield village, turning <i>l.</i> at next fork then <i>r.</i> at end of village under rly. br. Long ascent, then sandy undulating road, slightly descending to Masham Rly. Sta., where turn <i>l.</i> and cross br. over R. Ure to Masham.
	(Cathedral.)			
6½	North Leys	2		
	↓			
4¼	North Stainley	2¼		Proceed straight up past White Bear and take first turn <i>r.</i> At 2½ m. turn sharp <i>l.</i> , and sharp <i>r.</i> again 200 yds. further. Capital level road for 4 m. then becoming more hilly. After passing High Jervaulx (a large farmhouse), the gates of Jervaulx Park will be seen in front. The road goes off to <i>l.</i> down a steep and stony hill, but this may be avoided by obtaining permission at the gate to ride through the Park. A fine view of the Abbey Ruins is thus obtained. Emerge from Park and turn <i>l.</i> rejoining road (which has skirted the Park walls) and forward to East
2¾	Tanfield	1½		
8½	Masham	4¼	10	
	(Church.)			
2¼	Jervaulx Abbey	5¾		

Route 322.

RIPON TO HAWES—*continued.*

<i>Miles from Hawes.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
20 $\frac{3}{4}$	East Witton	2		Witton. Turn <i>r.</i> in village and descend, over good road to Cover Br., turn <i>l.</i> past inn over indifferent road to Middleham, a place of great antiquity. Ascend through town, and turn <i>r.</i> past White Swan Inn. Steep descent, then gradual slope for $\frac{3}{4}$ m. when turn <i>r.</i> over R. Ure, and take first turn <i>l.</i> past a farmyard. Indifferent surface, but level run to Wensley. Turn <i>l.</i> by br. over R. Ure, then bad uphill road to West Witton; keep forward through village down steep hill and over indifferent road past Swinethwaite Hall, after which keep <i>r.</i> at fork, over hilly road to Aysgarth. Very inferior surface. (Aysgarth is the largest parish in England. Close to the village are the famous Aysgarth Falls).
20	Cover Bridge	$\frac{3}{4}$		
18 $\frac{3}{4}$	Middleham	1 $\frac{1}{4}$		
15 $\frac{3}{4}$	Wensley.....	3	22 $\frac{3}{4}$	
13 $\frac{1}{4}$	West Witton.....	2 $\frac{1}{2}$		
11 $\frac{3}{4}$	Swinethwaite Hall.....	1 $\frac{1}{2}$		
9 $\frac{1}{4}$	Aysgarth	2 $\frac{1}{2}$	29 $\frac{1}{4}$	
	(Church.)			
4 $\frac{1}{4}$	Bainbridge	5		
	HAWES	4 $\frac{1}{4}$	38 $\frac{1}{2}$	

RIPON TO HAWES. Reverse.—Leaving Hawes by road to E. ; in Bainbridge turn *r.*, and bear *l.* on leaving, and forward to Aysgarth. Bear *r.* at end of village, and *l.* at cross-roads immediately after, keep *l.* on leaving West Witton, and after crossing br. into Wensley, turn *r.* through town, and forward to cross-roads at $1\frac{1}{2}$ m. where turn *r.* and after crossing R. Ure turn *l.* to Middleham. Bear *l.* round White Swan Inn, and descend through town, bear *r.*, cross Cover Br., and turn *l.* on reaching East Witton, to Jervaulx Park. Enter gates and proceed through park, joining road on opposite side, and bearing *r.* at fork, and *l.* $\frac{1}{4}$ m. further. 2 m. on turn sharp *l.*, and at next turn *r.*, and forward to Masham. Turn sharp back *l.* before entering Market Pl., cross br. and turn *r.*, and after passing rly. sta. turn *r.* again, and forward, bearing *r.* through Tanfield and *l.* on approaching North Stainley. Thence direct to Ripon, turning *r.* on reaching Station Rd., bearing *l.* to Market Pl., leaving same by opposite corner and bending *l.* to Cathedral.

ROUTE 323. HAWES TO KIRKBY STEPHEN.

Miles from Kirkby Stephen	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
16	HAWES	...	...	Taking road to N. out of village, keep straight forward to Moorcock Inn. Gradual ascent throughout, surface rough and stony, growing worse, and barely rideable after leaving inn. Turn sharp to r. at P.H., then undulating road to Shaw Paddock, near to which Hell Ghyll, a beautiful piece of rock scenery, is worth visiting. After ascent of about $\frac{1}{2}$ m. long descent to Eden valley, and on approaching church at Mallerstang a stream crosses the road at the foot of the hill. (Pendragon Castle is worth a visit.) Then take to r., whence good run to Stenkrith Br., close to Kirkby Stephen, where a dismount is necessary, and opportunity should be taken to visit Cowkarnie Hole, the cave, &c. The surface throughout is poor, although improved in the last few miles.
10	Moorcock P.H.	6		
8	Shaw Paddock	2		
	(Hell Ghyll.)			
7	Aisgill	1		
4	Mallerstang	3		
	(Pendragon Castle.)			
	↓			
1½	Nateby	2½		
	↑			
	↓			
	KIRKBY STEPHEN	1½	16	
	(Market Place.)			

HAWES TO KIRKBY STEPHEN. *Reverse.*—On leaving Kirkby Stephen Market Pl. take first turn l., and thence direct run to Moorcock Inn, where keep to l. again, and direct to Hawes.

ROUTE 324. KIRKBY STEPHEN TO SHAP.

Miles from Shap.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
20¾	KIRKBY STEPHEN	...	...	Leave town by S. end, past N. E. Rly. Sta., keeping to r. when Wisebar, a very steep hill, is reached; pass under Midland Rly. Br., and $\frac{1}{2}$ m. further turn to r.; then gradual incline to summit of Ashfell. Dangerous descent, then straight forward over Coldbeck Br., and uphill to Newbiggin. Keep to l. over rly. br., past Ravenstonedale Rly. Sta., then straight to Gaisgill Rly. Sta., where cross line (a), and bear to r. to Tebay. The surface, generally, is very rough, and loose stones abound.
19¾	↑ Wisebar	1		
	⌄			
	↓			
16	Coldbeck Bridge	3¾		
15	Newbiggin	1		
14½	Ravenstonedale	½		
11	Gaisgill Railway Sta....	3½		

Route 324. KIRKBY STEPHEN TO SHAP—*continued.*

<i>Miles from Shap.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
9	Tebay	2	11 $\frac{3}{4}$	Just before entering village, turn sharp <i>l.</i> opposite Reading Room, passing over rly. br., keeping always <i>l.</i> to Orton. At north end of village turn sharp to <i>l.</i> and follow telegraph wires for $\frac{1}{2}$ m., then leave and bear to <i>r.</i> over moors. Then dangerous unrideable descent to main road, along which turn to <i>r.</i> to Shap. In different surface.
7 $\frac{1}{2}$	↑			
6	Orton	3		
2	↑			
	↓	5		
	SHAP	1	20 $\frac{3}{4}$	

KIRKBY STEPHEN TO SHAP. *Reverse.*—A mile S. on Kendal Rd. turn to *l.* at old turnpike lodge, then straight forward over moors. On leaving moorland road turn to *l.*, following telegraph wires to Orton, where turn sharp to *r.* through village, and on to Tebay. Entering village keep to *r.* after crossing rly. br., turn sharp to *l.*, and then keep to *r.* to Gaisgill, turning to *r.* after crossing rly. After crossing Coldbeck Br. bear to *l.*, and after descent from Ashfell to main road turn to *l.* to Kirkby Stephen.

NOTE.—(a) Instead of crossing the line at Gaisgill, a shorter route may be obtained by keeping straight on for $\frac{3}{4}$ m., then hold to *l.* and straight forward past cross-roads until fork is reached in 2 m. Thence bear *l.* straight into Orton village, whence as above. Distance, $1\frac{1}{2}$ m. less.

ROUTE 325.

KIRKBY STEPHEN TO RICHMOND.

<i>Miles from Richmond.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
33 $\frac{1}{4}$	KIRKBY STEPHEN	...	...	Proceed towards the S. end of Kirkby Stephen, and about the centre of the town turn sharp <i>l.</i> past the Board Schools, with a steadily rising road to Nateby. On entering village turn <i>l.</i> along a rough narrow road. Thence an almost continuously steep ascent for 3 m.; very rough. Then an execrable road, crossing two streams, ending in a descent, with rather better surface, to Keld.
32	Nateby	1 $\frac{1}{4}$		
	↑			
29	County Boundary	3		
	↓			
23	Keld	6	10 $\frac{1}{4}$	(From Keld, Cattrigg Force and Kearsdon or Kisden Force, two lovely waterfalls, may be visited.) Continue forward, bearing <i>l.</i> after passing Thwaite to Muker, whence a poor undulating run by the Swale to Low Row. Thence there is an improvement to Feetham, and again
	(Cathole P.H.)			
22	Angram	1		
20 $\frac{3}{4}$	Thwaite	1 $\frac{1}{4}$		
19 $\frac{1}{2}$	Muker	1 $\frac{1}{4}$		
14 $\frac{1}{2}$	Low Row	5		

Route 325. KIRKBY STEPHEN TO RICHMOND—continued.

Richmond.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
4	Feetham	$\frac{1}{2}$		a poor surface to Healaugh; whence an excellent run ending in steep descent into Reeth.
2	Healaugh	2		
	↓			
0 $\frac{1}{2}$	Reeth	$1\frac{1}{2}$	22 $\frac{3}{4}$	Forward through Reeth to Fremington, where turn sharp <i>r.</i> (a) and cross R. Swale to Grinton, and turn <i>l.</i> At 3 m. the ruins of Ellerton Abbey are passed on <i>l.</i> Following the Swale, the road undulates easily with fair surface, recrosses the river at 9 m., and ascends steeply to Richmond.
0	Fremington	$\frac{1}{2}$		
0 $\frac{3}{4}$	Grinton	$\frac{1}{4}$		
7 $\frac{1}{2}$	Ellerton Abbey	$2\frac{1}{4}$		
1 $\frac{1}{2}$	Swale Bridge	6		
	↑			
	RICHMOND	$1\frac{1}{2}$	33 $\frac{1}{4}$	

KIRKBY STEPHEN TO RICHMOND. *Reverse*.—Leaving Richmond by road to W., bear *l.* at fork and forward, keeping by R. Swale, to Grinton. Turn *r.* over river, and *l.* at Fremington; straight on through Reeth, and keep *l.* on leaving. In Healaugh bear *l.* and straight forward, keeping by river to Muker. Here river bends *r.* and road goes straight forward, bending *r.* into Thwaite. Direct road, ending in long dangerous descent to Nateby, where turn *r.* for Kirkby Stephen.

NOTE.—(a) The old road goes straight on here, but although a little shorter, it is not recommended for cyclists.

ROUTE 326. RICHMOND TO HAWES.

Hawes.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
5	RICHMOND	...	...	Route 327 (reverse) to junction with Bellerby Road, where turn <i>l.</i> , and two very steep descents to Bellerby, with sharp turn <i>r.</i> into village at foot. At end of village turn <i>l.</i> at cross-roads, and <i>l.</i> over br. $\frac{3}{4}$ m. on. Successive hill and dale, requiring constant care, to Leyburn.
9	Junction with Bellerby Road	6		
	↓			
3 $\frac{1}{4}$	Bellerby	$\frac{3}{4}$		
	↑			
	↓			
7 $\frac{1}{4}$	Leyburn	1	7 $\frac{3}{4}$	Forward through village, bearing <i>r.</i> at fork on leaving, past Hall, and over rly. to Wensley. Gently downhill until nearing Wensley, when steep descent into village. Continue forward to br. over R. Ure, and follow Route 322 to Hawes. Fair surface from Bellerby to Wensley.
	↓			
5 $\frac{3}{4}$	Wensley	$1\frac{1}{2}$		
	HAWES	15 $\frac{3}{4}$	25	

RICHMOND TO HAWES. *Reverse.*—Route 322 (reverse) to Wensley Br., where keep straight forward to fork at outskirts, where turn *r.*, and forward to Leyburn. Straight forward through village, and at Bellerby turn *r.* at cross-roads, and *L.* on leaving village. At 1 m. join Route 327 and turn *r.* to Richmond.

ALTERNATIVE ROUTES VIA ASKRIGG.

<i>Miles from Hawes.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
23 $\frac{5}{4}$	RICHMOND	...	...	Route 327 (reverse) to Askrigg, whence two routes may be taken. Follow route 326 (reverse) over Sargill Beck and bear <i>L.</i> at fork (d.p.) to Bainbridge, entering which turn <i>r.</i> and follow Route 322. <i>Reverse.</i> —On reaching Bainbridge turn <i>L.</i> and in $\frac{1}{2}$ m. reach Sedbergh Road, along which turn <i>r.</i> and follow Route 327. Or, Route 327 (reverse) until just before reaching Hardraw, when turn <i>L.</i> at d.p., and forward to Hawes. <i>Reverse.</i> —Leave by road at E. end of village, under rly., and on reaching Sedbergh Road turn <i>r.</i> , following Route 327.
5 $\frac{3}{4}$	Askrigg	18		
4 $\frac{1}{4}$	Bainbridge	1 $\frac{1}{2}$		
	HAWES	4 $\frac{1}{4}$	23 $\frac{3}{4}$	
23 $\frac{1}{4}$	RICHMOND	...	...	Or, Route 327 (reverse) until just before reaching Hardraw, when turn <i>L.</i> at d.p., and forward to Hawes. <i>Reverse.</i> —Leave by road at E. end of village, under rly., and on reaching Sedbergh Road turn <i>r.</i> , following Route 327.
	<i>D.P. near Hardraw</i>	22 $\frac{1}{2}$		
	HAWES	$\frac{1}{4}$	23 $\frac{1}{4}$	

ROUTE 327. SEDBERGH TO ASKRIGG AND RICHMOND.

<i>Miles from Richmond.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
38	SEDBERGH	...	...	Leaving church on <i>r.</i> proceed through town, and at foot of easy descent bear <i>r.</i> at fork (d.p. on house in fork) down to br. over R. Rawthey. Long, winding ascent, steep at times, for nearly 3 m., then easy descent over R. Clough, and similar rise on opposite side. Thence smartly undulating road to 6 m., where turn <i>r.</i> over R. Clough, and then bear <i>L.</i> round church. Steadily rising road, passing Hawes Junction Rly. Sta. on <i>r.</i> to Midland Rly. br over road, and boundary stone of N. and W. Ridings, whence steep, stony descent to Moorcock Inn. Fair surface.
	(Church.)			
37 $\frac{1}{2}$	Rawthey Bridge	$\frac{1}{2}$		
34 $\frac{1}{4}$	Clough Bridge	3 $\frac{1}{4}$		
31 $\frac{3}{4}$	Garsdale	2 $\frac{1}{2}$		
	(Church.)			
	(Hawes Junction Railway Station $9\frac{1}{2}$ m.)			

BEDBERGH TO ASKRIGG AND RICHMOND—*continued.*

	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
77½	Moorcock P.H.	4	10½	Turn <i>r.</i> (l. to Kirkby Stephen), and forward over R. Ure, to d.p. at 4 m. (This portion of the road is full of smart ascents and descents, and needs care throughout.) Bear l. (<i>r.</i> over br. to Hawes), and steep rise and descent to Hardraw. Thence another stiff climb, and similar descent, after which fairly level for 1½ m., and then steady rise for ½ m., after which long gradual fall, crossing stream (footbridge at side) to d.p. at 8¾ m. Bear l. at fork (<i>r.</i> to Bainbridge, ½ m.) to br. over Sargill Beck, when turn sharp <i>r.</i> and forward to Askrigg, bearing l. up through village. Poor macadam, with frequent patches of stones.
26	Ure Bridge	1¾		
34	D.P. to Hawes	2½		
3	Hardraw	¾		
22½	Askrigg (Church.)	5	20	(At Askrigg may be seen an ancient cross and bull ring, a mediæval mansion, and Mill Gill, a picturesque waterfall.) Ascending through village, turn <i>r.</i> opposite Crown Inn (d.p.), l. in 300 yds., and <i>r.</i> in ¼ m. All very steep and almost unrideable. Then good level road, but undulating rather more on approaching Carperby. Forward through village, then winding and gently undulating road to Redmire. Good surface.
4	Carperby	4		
11	Redmire.....	3	27	
9½	Junction with Bellerby Road.....	5		
6	Halfpenny House	1½		Turn l. at cross-roads on entering village, then forward past rly. sta. and under rly. br.; gradual ascent, afterwards becoming steeper, to 1½ m. Rough undulating road past junction with road from Bellerby and Leyburn on <i>r.</i> Steep fall and rise, keeping forward at Halfpenny House. Steep rough descent for 1½ m., and after short level, another shorter and equivalent ascent, bearing <i>r.</i> at fork at 7½ m., and <i>r.</i> again 1 m. further, shortly after crossing Badger Beck (l. to Hudswell). At 10¼ m. turn l. down steep hill to br. over R. Swale, then <i>r.</i> up steep paved lane to Richmond Market Pl. Bad surface.
51		¼		
		¼		
		2		
		¾		
		1¾		
	RICHMOND	1½	38	
	(Market Place.)			

SEDBERGH TO ASKRIGG AND RICHMOND. *Reverse.*—Pass Talbot P.H. at S.W. corner of Market Pl., down steep descent, turning *l.* to Swale Br. At top of hill on opposite side bear *r.* at cross-roads, and *l.* at fork 300 yds. further. $\frac{1}{4}$ m. on, directly after crossing Sand Beck, bear *r.* at fork, and forward to junction with Bellerby Rd. at 6 m., where bear *r.*, and forward through Redmire. At cross-roads on leaving village turn *r.*, and forward to Askrigg. Bear *l.* at cross in village, and after crossing Sargill Beck keep *r.* at fork (d.p.), and thence forward to Moorcock Inn. Turn *l.* (d.p.), and forward to Garsdale Ch., round which turn sharp *r.*, cross br. and *l.* and forward to Sedbergh. At fork in town bear *r.* and forward to church.

ALTERNATIVE ROUTE.

REDMIRE TO RICHMOND.

(Via Downholme.)

Miles from Richmond.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
13	REDMIRE..... (Jubilee Monument.)	...	...	Above route until just before reaching Halfpenny House, when turn <i>l.</i> at d.p., and 1 m. further <i>r.</i> (d.p.) past old farmhouse, and over br. and forward to Downholme. Good undulating road. Skirting village, bear <i>l.</i> to junction with Reeth Rd., where turn <i>r.</i> and follow telegraph wires to Richmond, over good, but rather hilly road. Steep rise to town; at top of hill bear <i>r.</i> and then <i>l.</i> , and enter Market Pl. by Finkle St.
5	Downholme	8		
	↓			
	RICHMOND..... (Market Place.)	5	13	

REDMIRE TO RICHMOND (ALTERNATIVE ROUTE). *Reverse.*—Proceeding along Finkle St. turn *r.* for a few yards, and then *l.*, following telegraph wires along Reeth Rd. Shortly after passing 4th m.s. bear *l.* up narrow lane, and skirt Downholme on *l.* at farmhouse after crossing stone br., bear *l.* at d.p., and *r.* 1 m. further (d.p.), whence follow above route.

NOTE.—This alternative, although 2 m. further, is much easier and better than the direct road. Between Hawes Junction and Hawes the train may well be taken—although some exquisite scenery will help to compensate for the bad road between these two points.

ROUTE 328. BETWEEN WENSLEYDALE AND SWALEDALE.

The roads between Wensleydale and Swaledale cannot be recommended to cyclists, but a brief outline of them is given below as a means of communication between the two dales.

HAWES TO MUKER.—Taking road to N. from Hawes turn *l.* on reaching Sedbergh—Askrigg Road, and *r.*, leaving it in 300 yds., then direct over the moors to Thwaite, where the Kirkby Stephen—Richmond Road is joined (Route 325). The first part of the road is fairly good, but then it rises steeply to the top of the

ridge separating the two dales. At the top (past the interesting "Butter Tubs," deep rocky cavities) it is possible to ride at times, thence it is a very rapid stony descent. Most of the road is quite unrideable. Total distance $8\frac{1}{2}$ m. *Reverse*.—Turn $\frac{1}{4}$ m. before entering Thwaite; turn $\angle$ on reaching main Askrigg Rd., and in 300 yds. $r.$, and forward into Hawes.

ASKRIGG TO FEETHAM.—Forward up main street to N., and $\frac{1}{2}$ m. further turn $r.$, and soon after, after crossing beck, turn $r.$ ($\angle$ to Muker) and $\angle$ at successive forks. Then similar road to above; keep $r.$ at Crackpot, for short cut to Reeth, or follow main road soon joining Swaledale Rd., where turn $r.$ to Feetham. Total distance, $5\frac{1}{2}$ m. *Reverse*.—On Swaledale Rd. turn sharp $\angle$ $\frac{1}{2}$ m. W. of Low Row, and direct forward to Askrigg.

REDMIRE TO GRINTON.—Leaving village to N.W. turn $r.$ at cross-roads in $\frac{1}{4}$ m. under rly. and forward to Grinton. Another rough climb and descent, with a m. or two rideable on the top of the moor. Total distance, 7 m. *Reverse*.—Proceed S. alongside Grinton Gill for $\frac{1}{4}$ m., and turn $r.$ across moor. Where two roads meet take $\angle$ and descend, bearing $r.$, to Redmire.

LEYBURN TO GRINTON.—Taking road to $r.$ of Workhouse, direct forward run to Grinton. Rather better road than above, but still very poor. Total distance, 7 m. *Reverse*.—Follow Redmire Rd. to fork at $\frac{1}{2}$ m., when bear $\angle$ over Cogden Gill, then straight forward to Leyburn.

ROUTE 329. RIPON TO BEDALE.

Bedale.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
33	RIPON	...	...	Proceeding down North St. cross br. over R. Ure, under rly., and up short steep hill, and at top turn sharp $\angle$ and descend to Hutton-Conyers, and under rly. Thence forward by a winding easy run to Wath. Fair surface.
11	Hutton-Conyers	$1\frac{1}{2}$		
02	Nunwick	1		
82	Wath	$1\frac{3}{4}$	4 $\frac{1}{2}$	Turn $\angle$ at second turn past Police Sta., and forward over good level road to Kirklington. Passing church on $\angle$ proceed through centre road of village, and keep $\angle$ at fork on leaving, and forward through Carthorpe to Burneston. Easily undulating road; indifferent surface.
6	Kirklington	$2\frac{3}{4}$		
41	Carthorpe	$1\frac{1}{2}$		
32	Burneston	$\frac{3}{4}$	9 $\frac{1}{4}$	Keeping church on $r.$ go straight through village, and cross end of village at Exelby with easy run to Bedale. Good surface.
2	Exelby	$1\frac{1}{4}$		
	BEDALE	2	13	

RIPON TO BEDALE. *Reverse*.—From main street keep straight on S.E., passing Workhouse and direct forward, bending $r.$ in Exelby to Kirklington. Bear $r.$ on leaving village, past church, and forward over cross-roads, and 1 m. past same, after bending $r.$, turn sharp $\angle$. In Wath, turn $r.$ down main street, and $\angle$ at end, following Park wall for $\frac{3}{4}$ m., and just after turning with same to $r.$, leave it and turn $\angle$. Forward until junction with Thirsk Rd., when bear $r.$ past rly. sta. cross R. Ure, and forward up North St. to Market Pl.

ROUTE 330. MASHAM TO BEDALE.

Miles from Bedale.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
6 $\frac{1}{4}$	MASHAM (Church.)	...	...	Route 332 (reverse) to bridge, after crossing which turn sharp <i>l.</i> , and steady rise for nearly 1 m. At d.p. turn back to <i>r.</i> , and up steep ascent, then gentle descent to d.p. at 2 $\frac{1}{2}$ m., where bear <i>l.</i> with single telegraph wire. Slightly undulating road to d.p. at 5 m., where keep right hand forward road, with wire down steep hill, and just before entering Bedale, leave wire at fork, bearing <i>r.</i> down short steep hill into town. Forward down Sussex St., then <i>l.</i> past Market Cross to church. Good macadam surface.
5 $\frac{3}{4}$	Bridge	$\frac{1}{2}$		
4 $\frac{1}{4}$	↑ ↑ ↑			
	↓	4 $\frac{1}{2}$		
	BEDALE (Church.)	1 $\frac{1}{4}$	6 $\frac{1}{4}$	

MASHAM TO BEDALE. Reverse.—Proceed down Main St., past cross, and just beyond King's Head Inn turn sharp *r.* up Sussex St., and at $\frac{1}{4}$ m. at d.p. follow wire along left hand forward road to d.p. at 4 m., where leave wire and bear *r.* up gentle ascent for $\frac{1}{4}$ m., then steep dangerous descent, with sharp turn *r.* in the middle. At foot of hill turn *l.*, and again a steep winding descent to bridge, which cross and follow Route 332.

ROUTE 331. THIRSK TO RIPON.

Miles from Ripon.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
10 $\frac{3}{4}$	THIRSK			Route 332 to and through Skipton, and after crossing Swale Br. bear <i>l.</i> at fork (d.p. <i>r.</i> to Masham) over good level road to Baldersby. Keep to main road, bearing <i>l.</i> and <i>r.</i> through village, and $\frac{1}{4}$ m. on bear <i>l.</i> over level crossing. Keep forward at treble fork at $\frac{1}{2}$ m., and <i>l.</i> over Roman road at Baldersby Gate 1 m. further. Thence, long gradual descent to fork at 9 $\frac{1}{2}$ m., where bear <i>l.</i> , and gentle rise and steep descent, passing under rly. br., and bearing <i>r.</i> down Station Rd. over R. Ure and ascend to Ripon Market Pl. Excellent macadam surface.
6 $\frac{3}{4}$	Skipton-upon-Swale ...	4		
5 $\frac{3}{4}$	Baldersby	1		
5 $\frac{1}{2}$	Level Crossing.....	$\frac{1}{4}$		
4	Baldersby Gate	1 $\frac{1}{2}$		
	RIPON (Market Place.)	4	10 $\frac{3}{4}$	

THIRSK TO RIPON. Reverse.—Leave Market Pl. by Station Rd., and forward, keeping straight on, on crossing Roman road at 4 m. Bear *l.* and *r.* through Baldersby, and forward to Skipton Br., which cross, and follow Route 332 (reverse).

ROUTE 332. THIRSK TO MASHAM.

Masham.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
4 1/4	THIRSK (Jubilee Clock Tower.)	...	...	Leaving tower in Market Pl. on <i>r.</i> proceed forward W., and in 100 yds. at end of street turn sharp <i>l.</i> (Castlegate). Opposite Savings Bank, 50 yds. further, turn <i>r.</i> along Westgate, and 150 yds. on, with rly. yard on <i>l.</i> , bear <i>r.</i> , and at d.p. turn sharp <i>l.</i> (<i>r.</i> to Northallerton). Then forward over rly. at Thirsk Junction, and straight through Carlton Miniott. At cross-roads at Busby Stoop Inn (<i>l.</i> Boroughbridge, <i>r.</i> Northallerton) keep straight on through Skipton. Good surface, gently downhill.
3 1/4	Thirsk Junc. Rly. Sta.	I		
2 1/4	Carlton Miniott	I		
1 1/4	Busby Stoop P.H.	I		
0 1/4	Skipton-upon-Swale ...	I	4	Cross bridge over R. Swale, and immediately bear <i>r.</i> at d.p. (<i>l.</i> to Baldersby), thence winding and gradual rise to Leeming Lane, where the Roman road is joined; turn sharp <i>r.</i> along same.
0	Fork (<i>d.p.</i>)	1/4		
8	Leeming Lane	2	6 1/4	At 1/4 m., just before reaching Sinderby Sta., turn sharp <i>l.</i> at d.p. ("to Kirklington"), crossing rly. and following single telegraph wire (avoiding a forward road at 3/4 m. with d.p. "to Masham") to Kirklington. On reaching Green bear <i>l.</i> Short rise and fall, and 1/4 m. on, at cross-roads, bear <i>r.</i> (d.p.) and forward. At 9th m.s. turn sharp <i>r.</i> (d.p.) to Nosterfield. Surface good.
7 3/4	D.P. near Sinderby Railway Station	1/4		
6 1/2	Kirklington	1 1/2		
3 1/2	Nosterfield	2 3/4	10 1/2	Keep <i>r.</i> through village, then rise, occasionally steep for 3/4 m. to d.p., where bear <i>l.</i> and forward. Continuous rise to 12 3/4 m. (where telegraph wire leaves to <i>r.</i>), then steep and winding descent to rly. sta. Cross R. Ure, and forward into town. Excellent surface.
	↑ MASHAM..... (Market Place.)	3 3/4	14 1/4	

THIRSK TO MASHAM. Reverse.—Proceed past Bay Horse Inn, and 80 yds. further, at d.p., bear *r.*, and immediately after crossing R. Ure *r.* again, and bear *l.* 1/4 m. beyond Station Yard, bear *l.* uphill. Bear *l.* through Nosterfield, and *l.* again at d.p. at 5 m., and at 6 1/2 m. *l.* at cross-roads (d.p. "to Bedale") to Kirklington. Bear *r.* at Green, and forward to Leeming Lane. Here bear *r.*, and *l.* 1/4 m. further, then straight forward through Skipton and over cross-roads at Busby Stoop to Thirsk. Entering Thirsk, after passing Bewlett's Iron Works, turn sharp *r.* at Commercial Hotel, and 100 yds. on sharp *l.* down Westgate. At Savings Bank, in 100 yds., turn *l.* through Castlegate, and in 50 yds. turn *r.* into Market Place.

NOTE.—The direct road is by keeping forward, and *l.* at d.p. 3/4 m. after leaving Leeming Lane, thence straight forward at cross-roads, and on as above. *In reverse*, keep forward at cross-roads at 6 1/4 m. instead of turning *l.* and then forward as above. Although this is 1/4 m. shorter, the alternative portion is of vastly inferior surface, narrow, winding, and very hilly (especially going west), and the tourist will find the route given above to be much preferable.

ROUTE 333. THIRSK TO YARM.

<i>Miles from Yarm.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
20	THIRSK	...	...	Leave the town by Long St., and straight forward with good level road to South Kilvington.
18 $\frac{3}{4}$	South Kilvington (Knayton 3 $\frac{1}{4}$ m.)	1 $\frac{1}{4}$	1 $\frac{1}{4}$	Follow the main road, which continues almost level, passing Knayton on r. At fork at 3 m. keep r., then a straight undulating road to Clack Lane Ends.
9 $\frac{1}{2}$	Clack Lane Ends	9 $\frac{1}{2}$	10 $\frac{1}{2}$	At 1 $\frac{1}{2}$ m. keep l. at Tontine Inn (d.p.), and 1 $\frac{1}{4}$ m. further descend a very steep dangerous hill. Thence an undulating direct road, with poor surface, to Yarm (which is paved with cobbles).
8	Tontine Inn	1		
		1 $\frac{1}{4}$		
3 $\frac{3}{4}$	Crathorne	3		
2	Kirk Levington	1 $\frac{3}{4}$		
	YARM	2	20	

THIRSK TO YARM. *Reverse.*—At fork outside of town keep l., and thence a direct forward road to Thirsk.

ROUTE 334.

NORTHALLERTON TO LEYBURN.

<i>Miles from Leyburn.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
19 $\frac{3}{4}$	NORTHALLERTON	...	...	Proceed S. by Route 1 (reverse), and take first turn r. $\frac{1}{2}$ m. after passing under rly. br. In $\frac{1}{4}$ m. turn l. and immediately after r., and forward over R. Wiske with undulating road to Ainderby Steeple. Level run, straight forward through village, then bearing l. down to Morton, and over R. Swale to Leeming Lane Rly. Sta. Forward, crossing Roman road, and over diagonal level crossing (gates closed when trains due), through Aiskew and over another level crossing to Bedale.
16 $\frac{3}{4}$	Ainderby Steeple	3		
16 $\frac{1}{4}$	Morton-upon-Swale ...	$\frac{1}{2}$		
16	Swale Bridge	$\frac{1}{4}$		
13 $\frac{3}{4}$	Leeming Lane Rly. Sta.	2 $\frac{1}{4}$		
13	Level Crossing	$\frac{1}{4}$		
12 $\frac{1}{2}$	Aiskew	$\frac{1}{2}$		
12	Level Crossing	$\frac{1}{2}$		
11 $\frac{3}{4}$	Bedale	$\frac{1}{4}$	8	Cross br. over Bedale Beck, and keep r. up short hill into town. Excellent macadam surface. Turn r. round church, and forward

Route 334. NORTHALLERTON TO LEYBURN—continued.

Miles from Leyburn.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
0 $\frac{3}{4}$	Crakehall	2		over good level road to Crakehall. (Less than 1 m. from Bedale, before reaching rly. br. avoid a road to <i>L.</i> with d.p. "to Leyburn," this road is not fit for cycling.) Short sharp descent, cross br. turn <i>L.</i> , and then <i>r.</i> up sharp little hill out of village past Malt Shovel Inn, then fair road to Brompton. Turn sharp <i>L.</i> into village, and forward over good falling road to Akebar (cottage), where bear <i>r.</i> at fork up rough steep hill, and then down two similar descents, and along fair road to Constable Burton. Steep descent into village, and similar ascent, then long gentle rise, fair road to Harmby. Turn <i>r.</i> entering village, and good level road to Leyburn.
8	Patrick Brompton	1 $\frac{3}{4}$		
6	Akebar	2		
4	Constable Burton ... $\downarrow$	2		
1 $\frac{1}{4}$	Harmby.....	2 $\frac{3}{4}$		
	LEYBURN	1 $\frac{1}{4}$	19 $\frac{3}{4}$	

NORTHALLERTON TO LEYBURN. Reverse.—Leave Leyburn by road to Rly. Sta., bearing *L.* after crossing rly., and *L.* again on reaching Harmby. After crossing br. over Burton Beck, just past Constable Burton bear *r.*, and forward to Patrick Brompton. Leaving village turn *r.*, and forward to Bedale. Bear *L.* round church, and descend to Bedale Beck, thence direct forward until $\frac{1}{2}$ m. after crossing R. Wiske, when turn *r.*, and in $\frac{1}{4}$ m. join road from Boroughbridge. Turn *L.* and follow Route 1.

ROUTE 335. NORTHALLERTON TO GUISBOROUGH AND SALTBURN.

Miles from Saltburn.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
30 $\frac{3}{4}$	NORTHALLERTON	...	...	Proceeding northward for 50 yds. turn <i>r.</i> , level run for $\frac{3}{4}$ m., then steady rise past Bullamoor, followed by long fall rise to junction with Thirsk—Yarm Road at Jeator House. Turn <i>L.</i> (d.p.) along main road for 1 $\frac{3}{4}$ m. to Clack Lane Ends, and continue forward to fork at Tontine Inn, where bear <i>r.</i> (d.p.), then straight forward over slightly rising and falling road past Ingleby Cross (<i>L.</i> Ingleby Arncliffe, $\frac{1}{4}$ m.) until approaching Swainby, when bear <i>L.</i> (d.p.) over br. over
29	Bullamoor	1 $\frac{3}{4}$		
27	Sigston	2		
26 $\frac{1}{4}$	Jeator House	$\frac{3}{4}$		
24 $\frac{1}{2}$	Clack Lane Ends	1 $\frac{3}{4}$		
	(King's Head Inn.)			

Route 335. NORTHALLERTON TO GUISBOROUGH AND SALTBURN—continued.

Miles from Saltburn.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
			$\frac{1}{2}$	
23	Tontine P.H.	I		Potto Beck, and <i>L.</i> again immediately after. In about 1 m. past newly-built farmhouse is steep descent, and another, but shorter, $1\frac{1}{2}$ m. further to ford over small brook. Another stream, $\frac{1}{4}$ m. further, may be avoided by using a foot-bridge at the side. Keep forward at all cross-roads (d.p.s. at every turn) to Stokesley, entering which turn sharp <i>r.</i> at d.p., and at White Swan Inn, a few yards on, <i>L.</i> , then bearing <i>r.</i> into Market Pl. Generally, good macadam surface, although somewhat rough in places.
22	Ingleby Cross	I		
20	Swainby.....	2		
		I		
14 $\frac{1}{2}$	Stokesley (Market Place.)	$1\frac{1}{2}$ 3	16 $\frac{1}{2}$	Leave Market Pl. by E. road, passing church on <i>r.</i> , and forward over bridge (<i>L.</i> to Middlesbro'), and at fork after crossing bear <i>L.</i> 1 m. further road turns sharp <i>L.</i> Fair, gently undulating surface to Ayton.
11 $\frac{1}{2}$	Great Ayton.....	3	19 $\frac{1}{2}$	Bear <i>L.</i> at fork on nearing village, by side of stream, as far as the br., and after crossing turn sharp <i>r.</i> ; proceed through the village and turn <i>L.</i> at Green. In $\frac{1}{4}$ m. long gentle ascent begins to Whinstone Dyke (an interesting geological feature), then easy descent over rly. br. to Newton. Thence good, fairly level run to rly. br. at Pinchinthorpe Rly. Sta., after crossing which turn <i>r.</i> along undulating road with steep descent to Chapel Beck Br., crossing which turn <i>r.</i> to Guisborough. Keep straight forward through town to Market Cross at E. end.
10	Newton	$1\frac{1}{2}$		
8 $\frac{1}{4}$	Pinchinthorpe Rly. Sta.	$1\frac{3}{4}$		
7	Chapel Beck Bridge ...	I $\frac{1}{4}$		
6	Guisborough (Market Cross.)	I	24 $\frac{3}{4}$	Keep forward towards church, then <i>L.</i> along Redcar Road and <i>r.</i> on past cemetery. Bear <i>r.</i> at fork uphill, followed by a succession of descents for 1 m. to a basketmaker's osier beds and cottage, where turn <i>L.</i> (<i>r.</i> to Skelton) up a sudden rise and over very narrow bridge. Thence long climb to gates of Upleatham Hall grounds, where road turns <i>r.</i> , and after a short dip rises to Upleatham village. Fair macadam surface.
4	↑ ↑ ↑ ↑ Upleatham	3	27 $\frac{3}{4}$	At the top of the hill turn <i>r.</i> through village, and and $\frac{1}{2}$ m. further sharp <i>L.</i> Shortly after steep descent for $\frac{1}{2}$ m. over excellent surface. At the foot turn <i>r.</i> (d.p.), then direct forward, gradually descending to Saltburn, passing church on <i>r.</i> to rly. sta.
3	Upleatham	3	27 $\frac{3}{4}$	
		$\frac{3}{4}$		
	SALTBURN	2 $\frac{1}{4}$	30 $\frac{3}{4}$	
	(Railway Station.)			

NORTHALLERTON TO SALTBURN. Reverse.— $1\frac{3}{4}$ m. from Saltburn turn sharp *L.* up steep hill, and shortly after reaching summit *r.*, through Upleatham. At end of village turn *L.*, and

£. again 1 mi. further, turning *r.* after crossing narrow br. On reaching Guisborough turn £. down Redcar Road, and *r.* at Market Cross, then straight forward through town (avoiding road to £. at end) to Chapel Beck Br. Turn £. over br. and forward to Ayton. Cross br. over beck in centre of village and turn sharp *r.*, and straight forward past Buck Hotel and on to Stokesley. On crossing br. take first turn £. into Market Pl.; proceed straight through same, avoiding turn £. at end, and on for 100 yds., when bear £. to White Swan Inn, where turn sharp *r.* and 150 yds. further £. at d.p. At Carlton Lane Ends keep *r.* Before reaching Swainby turn *r.* over br. across beck, and forward to Clack Lane Ends. Thence straight on to Jeator Ho. where turn *r.*, and on reaching Northallerton turn £. to Town Hall.

ALTERNATIVE ROUTE VIA WHORLTON.

Saltburn.	Places on the Road.	Mileage.		General description of the Road.
		Inter-medi-ate.	Total.	
2 1/2	NORTHALLERTON	...	...	Route as above to Swainby Br., after crossing which turn <i>r.</i> into village; then £. over rly. br. (d.p.), and forward uphill, over rough surface, to Wharltun. Keep straight (gradually rising past Faceby) forward over cross-roads (d.p.), then short descent, fording stream, and another, 1/4 m. on. Bear £. and forward through Carlton, and to <i>r.</i> at end of village, and forward at lane-ends; thence as above to Stokesley. Level and generally good surface.
0	Swainby	10 3/4		
0 1/2	↑ Whorltun	1 1/2		
0 1/2	Faceby	1 1/2		
7 1/2	Carlton-in-Cleveland ...	1 1/4		
6 1/2	Carlton Lane Ends	1 1/4		Thence as in above route to Saltburn.
4 1/2	Stokesley	2 1/4	16 1/4	
	SALTBURN	14 1/2	30 3/4	

NORTHALLERTON TO SALTBURN (ALTERNATIVE ROUTE VIA WHORLTON). *Reverse.*—At Carlton Lane Ends keep straight forward through Carlton. Bear *r.* at end of village, and then forward to Swainby. Turn *r.* after crossing rly. br., and £. over br. over beck, and then as in main route.

ROUTE 336. STOKESLEY TO WHITBY.

Miles from Whitby.	Places on the Road.	Mileage.		General description of the Road.
		Inter-medi-ate.	Total.	
27 1/2	STOKESLEY	...	...	From E. end of town bear <i>r.</i> over br., and immediately £., and again £. at next fork; then excellent level run to Easby. Thence, slightly rising, bear £. in 1 m. (d.p.) to Kildale, with good surface.
24 1/2	Easby	3 1/2		
21 1/2	Kildale	2 1/2	6	Hence the road begins to ascend rapidly and, after crossing another road in 1 1/2 m., becomes very bad. Several gates are passed through, and
	↓	2 1/2		

Route 336.

STOKESLEY TO WHITBY—continued.

Miles from Whitby.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
18 $\frac{3}{4}$	↑			there is one very steep descent, followed by a similar rise. The road becomes worse, and is of the worst moorland character, frequently covered with heather, to White Cross (tumulus). Keeping straight on road becomes rideable, although still very rough to Wapley farmhouse; 1 $\frac{1}{2}$ m. past Scaling Inn bear r. and forward with undulating bad road. Turn r. past Ugthorpe Lodge to summit of moor at Swarthoe Cross (tumulus). Thence an easy descent into cultivated country to Aislaby, where keep l. and forward into Whitby. Gentle descent into town.
16 $\frac{1}{4}$	White Cross	2 $\frac{1}{2}$		
13 $\frac{1}{2}$	Wapley Farm	3 $\frac{1}{4}$		
12 $\frac{3}{4}$	Scaling P.H.	3 $\frac{3}{4}$		
7 $\frac{3}{4}$	Calais House	5		
6 $\frac{1}{2}$	Ugthorpe Lodge	1 $\frac{1}{4}$		
4 $\frac{1}{2}$	Swarthoe Cross.....	2		
3 $\frac{1}{2}$	Aislaby	1		
	WHITBY	3 $\frac{1}{2}$	27 $\frac{3}{4}$	

STOKESLEY TO WHITBY. *Reverse.*—Leaving town by Bagdale, direct road to Aislaby, and on to White Cross. Thence direct forward and unmistakable into Stokesley.

ROUTE 337. SCALING TO SLEIGHTS.

Miles from Sleights.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
9 $\frac{1}{2}$	SCALING INN.....	...	...	After passing 11th m.s. from Whitby, keep straight forward over an undulating road, sometimes smartly, past cross-roads near Barton-Howle, and on to Egton. Rough loose surface.
6	Barton-Howle	3 $\frac{1}{2}$		
5 $\frac{1}{4}$	↑			
4 $\frac{1}{2}$	Egton	1 $\frac{1}{2}$	5	Continue forward until nearing Grosmont, when turn r. at slag heaps; level, good surface. Cross rly. and proceed up steep hill, then take first turn to l.; turn l. on reaching Sleights Ch., and descend through village to rly. sta. Fair surface, and sharply undulating road.
3	Grosmont	1 $\frac{1}{2}$	6 $\frac{1}{2}$	
	↑			
	SLEIGHTS	3	9 $\frac{1}{2}$	
	(Railway Station.)			

SCALING TO SLEIGHTS. *Reverse.*—Ascend to church and turn r. and forward to Grosmont. After crossing br. over river turn l., and forward through Egton. At next fork bear l., and then keep straight forward at all crossings and road-ends to Scaling P.H.

ROUTE 338. GUISBOROUGH TO REDCAR.

Miles from Redcar.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
8	GUISBOROUGH (Market Place.)	...	...	Leave Market Pl. by road past church and abbey ruins, turn <i>l.</i> along Redcar Rd., and <i>r.</i> at end. At cemetery turn sharp <i>l.</i> down dangerous hill, turning sharp <i>r.</i> at foot, over Tockett's Br., with equivalent rise on opposite side. Level for 1 m. then another steep descent with awkward turn to <i>r.</i> at foot over Dunsdale Br., after which short sharp rise to village. Level run for $\frac{1}{2}$ m. then long steep and rather dangerous descent through Yearby. At foot turn <i>l.</i> past Kirkleatham Hall, and take first turn past Hall to <i>r.</i> (d.p.), passing church on <i>l.</i> Thence straight forward over excellent road to level rly. crossing, where turn <i>r.</i> (d.p.) and forward into High St., Redcar. To Kirkleatham Hall is only poor macadam, but after that it is excellent going.
6 $\frac{3}{4}$	Tockett's Bridge ↑	1 $\frac{1}{4}$		
5 $\frac{1}{2}$	Dunsdale Bridge and Dunsdale ↑	1 $\frac{1}{4}$		
4	Yearby	1 $\frac{1}{2}$		
3 $\frac{1}{2}$	Kirkleatham Hall	$\frac{1}{2}$		
	REDCAR (High Street.)	3 $\frac{1}{2}$	8	

GUISBOROUGH TO REDCAR. Reverse.—From High St. proceed W. and turn *l.* to level crossing, and forward to Kirkleatham. After passing church, turn *l.*, and *r.* at next turn, then direct until $\frac{1}{4}$ m. past Tockett's Br., where turn *r.* past cemetery, *l.* down Redcar Rd., and *r.* into Market Pl., Guisborough.

ALTERNATIVE ROUTE.

YEARBY TO REDCAR.

Miles from Redcar.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
7 $\frac{3}{4}$	GUISBOROUGH	...	...	$\frac{1}{2}$ m. past Yearby, at foot of hill turn <i>r.</i> , past Kirkleatham Hall grounds, and forward for 1 $\frac{1}{4}$ m., when turn <i>l.</i> and straight forward to Redcar, entering town past church, and forward to High St. Capital surface from Kirkleatham.
3 $\frac{3}{4}$	Yearby	4		
3 $\frac{1}{4}$	Kirkleatham Hall	$\frac{1}{2}$		
	REDCAR (High Street.)	3 $\frac{1}{4}$	7 $\frac{3}{4}$	

GUISBOROUGH TO REDCAR (ALTERNATIVE ROUTE). Reverse.—Leave by road past church, and at 2 m. turn *r.* At Kirkleatham Hall turn *l.* to Yearby, and thence by above route.

Miles from Redcar.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
26 $\frac{1}{4}$	WHITBY (Harbour Bridge.)	...	...	Cross Harbour Br. and proceed straight up hilly street (Flowergate) in front, continuing straight on, uphill, for nearly $\frac{1}{2}$ m., till cross-roads near old mill. Straight forward, inclining slightly <i>r.</i> , on level road, to Uppang, overlooking cliff. Dangerous descent of $\frac{1}{2}$ m., turning <i>l.</i> , then short sharp rise, after which easy run for 2 m. through toll-bar (toll id.) to Sandsend.
24 $\frac{3}{4}$	Uppang ↓	1 $\frac{1}{2}$		
22	Sandsend ↑	2 $\frac{3}{4}$	4 $\frac{1}{2}$	Pass sea-front of village to second rly. br., then steep unrideable ascent to Lythe.
20 $\frac{3}{4}$	Lythe ↓	1 $\frac{1}{4}$	5 $\frac{1}{2}$	Bear <i>r.</i> at fork at 2 $\frac{1}{2}$ m., whence steep descent to Ellerby. Turn <i>r.</i> into village, then forward over fair road, falling to Hinderwell.
17	Ellerby ↓	3 $\frac{3}{4}$	II	Forward through village, then steep descent to Dalehouse, after which long steep rise to Easington, taking second turn to <i>l.</i> about 1 $\frac{1}{4}$ m. from Dalehouse. Straight forward fair road to Loftus. Steep descent on leaving Loftus, to Kilton Mill, then similar rise and better road to Brotton and Saltburn. Surface, generally, very fair macadam.
15 $\frac{1}{4}$	Hinderwell ↓	1 $\frac{1}{4}$		
14	Dalehouse ↑	1 $\frac{1}{4}$		
11 $\frac{3}{4}$	Easington ↑	2 $\frac{1}{4}$		
9 $\frac{3}{4}$	Loftus ↑	2		
8 $\frac{3}{4}$	Carlin Howe ↑	1		
7 $\frac{1}{4}$	Brotton ↑	1 $\frac{1}{2}$		
	↓			
5 $\frac{1}{4}$	Saltburn (Church.)	2	2I	Pass church on <i>l.</i> and under rly. br. after which short sharp rise, and level run to Marske, short descent into village. At church turn <i>l.</i> (keeping church on <i>r.</i>) and 2 m. further turn <i>r.</i> at d.p., thence direct into Redcar, with level crossing on entering town. Pass church into High St. Good level road from Marske.
3 $\frac{1}{4}$	Marske ↓	2		
$\frac{1}{4}$	Level Crossing.....	3		
	REDCAR	$\frac{1}{4}$	26 $\frac{1}{4}$	

WHITBY TO REDCAR. *Reverse.*—Leave by road past church, and take first turn to *l.* (about 1 $\frac{1}{4}$ m. from Redcar), and forward to Marske. Turn *r.* on entering village, pass under rly. arch and up short rise, and take first turn to *l.* and direct to Saltburn. Keep *l.* at Brotton, and *l.* again at Loftus, and 1 $\frac{1}{4}$ m. beyond Ellerby turn *l.*, then keep straight forward to Harbour Br., Whitby.

Miles from Yarm.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
19	REDCAR (Church.)	...	...	Proceed along High St., and past rly. sta. to 1 m., where turn <i>l.</i> and forward over good level road to Kirkleatham. Turn <i>r.</i> (d.p.) through village, then straight forward over excellent and gently undulating road through Ormesby; $\frac{1}{2}$ m. further turn <i>r.</i> and forward to Middlesbrough.
18	Coatham	1		
15 $\frac{1}{2}$	Kirkleatham	2 $\frac{1}{2}$		
14 $\frac{1}{2}$	Lazenby	1 $\frac{1}{2}$		
13	Lackenby	$\frac{3}{4}$		
12 $\frac{1}{2}$	Eston	$\frac{3}{4}$		
12 $\frac{1}{4}$	Normanby	$\frac{1}{2}$		
11	Ormesby	1 $\frac{1}{4}$		
7	Middlesbro' ...	4	12	
4 $\frac{1}{2}$	Thornaby	2 $\frac{1}{2}$		
4	Stockton (Market Place.)	$\frac{1}{2}$	15	Turn <i>l.</i> into Yarm Lane and on to Eaglescliffe. Good level road until steep and winding descent to Yarm. Excellent surface. Yarm is paved with cobbles.
1	Eaglescliffe	3		
	↓			
	YARM (Market Cross.)	1	19	

REDCAR TO YARM. Reverse.—Bear *r.* out of main street and ascend steep hill, then forward to Stockton. Follow tramlines to High St., and turn *r.* with them through Thornaby. At first turn after leaving Thornaby bear *l.* to Middlesbrough. Proceed down Newport Rd. and Corporation Rd., pass St. John's Ch. on *r.*, and on over level rly. crossing to North Ormesby. Bear *r.* and forward to 2 $\frac{3}{4}$ m. from Middlesbrough, when turn *l.*, and again *l.* through Kirkleatham, and *r.* at Coatham, into Redcar.

ALTERNATIVE ROUTE. ORMESBY TO YARM.

Miles from Yarm.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
17	REDCAR	...	...	Above route to Ormesby, where keep straight on; short descent under rly. br., then rise. Dangerous winding descent to Leven Bridge, and similarly steep ascent; thence bear <i>r.</i> at top of hill, and direct to Yarm. Good surface.
9	Ormesby	8		
4	High Leven	5		
	↓			
3	Leven Bridge	1		
	↑			
	YARM ↑	3	17	

22 $\frac{3}{4}$ Newham Hall Lodge 1 $\frac{1}{2}$ | upward road for 2 $\frac{1}{4}$ m. when bear *r.* past Newham Hall Lodge. Less than $\frac{1}{4}$ m. beyond

ORMESBY TO YARM. *Reverse*.—Leave main street by S. end, and bear *L.* at all forks to Leven Bridge; then direct road to Ormesby.

ROUTE 341.

MIDDLESBROUGH TO GUISBOROUGH.

Miles from Guisboro'.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
10	Middlesbro' ... (Town Hall.)	...	...	Proceed E. along Corporation Rd. for 150 yds., then sharp <i>r.</i> along Marton Rd., passing St. John's Ch., and forward to Marton Lane End, where turn <i>L.</i> , and forward under rly. br. at Ormesby Rly. Sta., through Ormesby. Good surface and slightly rising road.
8½	Grove Hill Toll Bar	1½		
7	Marton Lane End	1½		
6	Ormesby	1	4	Opposite village inn turn <i>r.</i> ; thence slight rise past church to foot of Ormesby Bank, up which very stiff ½ m. climb. Thence level to Upsall Hall Corner (d.p.), where turn <i>L.</i> , and forward past Cross Keys Inn, over good and fairly level surface, ending in short easy rise into Guisborough.
4¾	Upsall Hall Corner	1¼		
	GUISBOROUGH	4¾	10	
	(Market Place.)			

MIDDLESBROUGH TO GUISBOROUGH. *Reverse*.—Proceeding W. bear *r.* at fork at ½ m., and *r.* again at Upsall Hall Corner. Turn *L.* on reaching Ormesby, and *r.* at Marton Lane End, and forward to Middlesbrough. Turn *r.* along Corporation Rd. to Town Hall.

ALTERNATIVE ROUTE (VIA MARTON AND NUNTHORPE STATION.)

Miles from Guisboro'.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
10¾	Middlesboro'	...	...	As above to Marton Lane End, where keep straight forward (d.p.) through Marton, up Westmoor Banks. At top turn <i>L.</i> ; then straight on and cross rly. at Nunthorpe Sta. (level crossing), and at Upsall Hall Corner turn <i>r.</i> and proceed as above.
7¾	Marton Lane End	3		
7¼	Marton	½		
5¼	Nunthorpe Rly. Sta. ...	2		
4¾	Upsall Hall Corner	1¾		
	GUISBOROUGH	4¾	10¾	

MIDDLESBROUGH TO GUISBOROUGH (ALTERNATIVE ROUTE). *Reverse*.—At Upsall Hall Corner bear *L.*, and ¾ m. past Nunthorpe Sta. turn *r.* At Marton Lane End keep straight forward (d.p.), and thence as above.

ROUTE 342.

MIDDLESBROUGH TO STOKESLEY.

Miles from Stokesley.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
10	Middlesbro' ... (Town Hall.)	...	...	Route 341 to Marton Lane End (d.p.), keep straight forward (instead of turning <i>l.</i> for Guisborough), with gradual rise to Marton; good surface.
7	Marton Lane End	3		
6½	Marton	½	3½	Leaving village proceed straight on past cross-roads, and stiff climb up Westmoor Banks. At top turn <i>l.</i> and take next turn <i>r.</i> still rising, then an undulating run to Nunthorpe. Fair surface. Easy descent for ¾ m., followed by a rise (passing road to Ayton on <i>l.</i> d.p.), the road taking three sharp turns in a W. direction. At third bend keep <i>r.</i> , and take next turn <i>l.</i> with two short falls; then a winding run into the town. Good surface.
5¾	↑ Westmoor Banks	¾		
4	Nunthorpe	1¾	6	
	STOKESLEY	4	10	

MIDDLESBROUGH TO STOKESLEY. Reverse.—After leaving Market Pl. turn *l.*, then *r.* at the Workhouse, and forward along a narrow winding lane. After two short ascents turn *r.* and forward past Nunthorpe, 1 m. beyond which turn *l.* at top of rise. Take next turn *r.* and straight on past Marton Lane End, whence follow Route 341 (reverse) into town.

ROUTE 343. STOCKTON TO STOKESLEY
AND HELMSLEY.

Miles from Helmsley.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
29	Stockton	...	...	Proceed S. with tramlines along Bridge Rd., cross R. Tees, through Thornaby, and along Mandale Rd. to Harewood Arms. Fair paving at first, then rather lumpy surface. At branch of roads turn <i>r.</i> over improved road, with sharp fall over Fleet Br. and easier rise to Acklam.
28½	Thornaby	½		
26	Acklam	2½	3	Bear <i>r.</i> over level road for 1 m., and then <i>l.</i> at Blue Bell Corner (d.p.), and 200 yds. further turn <i>r.</i> (d.p.). Easily undulating, generally upward trend for 2¾ m. when bear <i>l.</i> past Newham Hall Lodge. Less than ¼ m. beyond
24¼	Hemlington	1¾		
22¾	Newham Hall Lodge ...	1½		

Route 343. STOCKTON TO STOKESLEY AND HELMSLEY—continued.

Miles from Helmsley.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
21 $\frac{3}{4}$	Newby Grange.....	1		turn <i>r.</i> (d.p.), with gradual fall, and sharp turn <i>l.</i> at foot over br. at Tanton. At top of bank on crossing turn <i>r.</i> , and easy descent to Stokesley, (at end of which turn <i>r.</i> for High St.). Excellent surface.
20 $\frac{3}{4}$	Tanton	1		
19 $\frac{1}{4}$	↑ Stokesley	1 $\frac{1}{2}$	9 $\frac{3}{4}$	Immediately outside town turn <i>r.</i> at d.p. over br., and take second road on <i>r.</i> just beyond (d.p.). Good easy run to Great Broughton, whence surface deteriorates for $\frac{3}{4}$ m. to long, steep and rough ascent of Broughton Bank. From the summit is a sharp fall and rise, followed by a good easy fall to Chop-gate.
17 $\frac{1}{4}$	↑ Great Broughton.....	2		
15 $\frac{3}{4}$	↑ Chop-gate	4 $\frac{3}{4}$	16 $\frac{1}{2}$	Proceeding S., sharply undulating road, with loose sandy surface, to Laskill, 1 m. beyond which is a steep rough ascent, then an easier road, with three gates at intervals, and good run down to Helmsley, ending very steeply, and with sharp turn <i>r.</i> at foot.
12 $\frac{1}{2}$	High Ewecote	2 $\frac{3}{4}$		
9 $\frac{3}{4}$	Laskill	3 $\frac{1}{2}$		
6 $\frac{1}{4}$	↑ HELMSLEY	6 $\frac{1}{4}$	29	

STOCKTON TO HELMSLEY. Reverse.—Proceeding N. from Market Pl., direct road until approaching Great Broughton, when bear *r.* through village, and forward to Stokesley. Keep straight on, leaving Stokesley on *l.*, and at top of Tanton bank turn *l.*, and at foot turn sharp *r.* over br. Just beyond Newby Grange turn *r.* for $\frac{3}{4}$ m., then *l.* $\frac{1}{2}$ m. past Hemlington turn *l.* (d.p.), and in 200 yds. *r.* (d.p.) through Acklam, and at foot of village turn *l.* (d.p.). At Harewood Arms turn *l.* and follow tramlines along Mandale Rd., over R. Tees, and along Bridge Rd. to High St.

ROUTE 344. GUISBOROUGH TO HELMSLEY.

Miles from Helmsley.	Places on the Road.	Mileage.		General description of the Road
		Inter- medi- ate.	Total.	
25 $\frac{3}{4}$	GUISBOROUGH	...	...	Route 335 (reverse) to Great Ayton, entering which bear <i>l.</i> , and keep forward past Little Ayton (d.p.), at nearly 1 m. turning <i>l.</i> into Easby; level run with good surface.
20 $\frac{1}{4}$	Great Ayton.....	5 $\frac{1}{2}$		
19 $\frac{3}{4}$	Little Ayton.....	$\frac{1}{2}$		
18 $\frac{3}{4}$	Easby.....	1	7	Continue S. with similar road to Ingleby (monument to Capt. Cook on hill to <i>l.</i>), whence road
17	Ingleby	1 $\frac{3}{4}$		

Route 344. **GUISBOROUGH TO HELMSLEY**—*continued.*

<i>Miles from Helmsley.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
15 $\frac{3}{4}$	↑ Function with Stokesley Road..... HELMSLEY	1 $\frac{1}{2}$ 15 $\frac{3}{4}$	25 $\frac{3}{4}$	begins to rise, easily at first but gradually becoming steeper, with moderate surface. Near the top the road from Stokesley is joined, when bear <i>L.</i> and follow Route 344 to Helmsley.

GUISBOROUGH TO HELMSLEY. *Reverse.*—Route 344 (reverse) to top of Broughton Bank, just past which turn *r.* (leaving Stokesley road on *L.*), and straight forward to Great Ayton, where, joining road from Stokesley, follow Route 335 to Guisborough.

ROUTE 345. STOCKTON TO RICHMOND.

<i>Miles from Richmond.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
23 $\frac{3}{4}$	Stockton	...	...	Route 340 to Yarm.
19 $\frac{3}{4}$	Yarm	4	4	Leave Yarm by road to S.W., bearing <i>r.</i> at fork (d.p.) and under rly. br. At $\frac{3}{4}$ m. turn <i>L.</i> , and in $\frac{1}{2}$ m. <i>r.</i> Undulating run with steep descent to small br., and then steep ascent to Ship Inn, 200 yds. past which turn <i>L.</i> down steep hill. Road bends sharply <i>r.</i> and <i>L.</i> to cross-roads, where turn <i>r.</i> (d.p.), and then forward over undulating road to br. over Staindale Stell; 1 m. further bear <i>r.</i> at fork to High Entercommon, where turn <i>r.</i> (d.p.) and forward, bearing <i>L.</i> through Low Entercommon. Loose, stony surface.
17	↑ Worsall..... (Ship Inn.) ↓	2 $\frac{3}{4}$		
14 $\frac{1}{2}$	Staindale Bridge.....	2 $\frac{1}{2}$		
12 $\frac{1}{2}$	High Entercommon ...	2		
12 $\frac{1}{4}$	Low Entercommon.....	$\frac{1}{4}$	11 $\frac{1}{2}$	At fork at Plantation bear <i>L.</i> (<i>r.</i> to Dalton), and 1 m. after passing under rly. turn <i>L.</i> at d.p. Forward over undulating road with steep rise to Atley Hill, where turn sharp <i>L.</i> and <i>r.</i> in quick succession, then forward to Scorton. Fair macadam surface.
11 $\frac{1}{2}$	Plantation House	$\frac{1}{4}$		
8	↑ Atley Hill.....	3 $\frac{1}{2}$		
5 $\frac{1}{4}$	Scorton	2 $\frac{3}{4}$	18 $\frac{1}{2}$	Bear <i>r.</i> out of village (d.p.), and then <i>L.</i> , and forward, straight over cross-roads (<i>L.</i> Catterick Br., <i>r.</i> Pierce Br.) to Brompton-on-Swale. Bear <i>r.</i> out of village, and <i>L.</i> at fork after crossing Skeeby Beck. Inferior road to level rly. crossing, after which it improves, gradually rising past St. Trinion's Hall (on <i>r.</i>), and steeper on nearing Richmond. Proceed along The Terrace, bear <i>L.</i> down Pottergate, Queen's Rd., and King St., to Market Pl.
3	Brompton-on-Swale ...	2 $\frac{1}{4}$		
2 $\frac{1}{4}$	Level Crossing.....	$\frac{3}{4}$		
1 $\frac{1}{2}$	St. Trinion's Hall	$\frac{3}{4}$		
	↓ RICHMOND (Market Place.)	1 $\frac{1}{2}$	23 $\frac{3}{4}$	

STOCKTON TO RICHMOND. *Reverse.*—Proceed along King St., up Queen's Rd.; turn *r.* up Pottergate, and at top bear *r.* along Terrace, and straight forward. Leaving Brompton bear *l.* at fork; forward over cross-roads to Scorton. Bear *l.* after passing through village, over Scorton Beck, and at Atley Hill turn sharp *l.* and *r.* Forward at cross-roads at $\frac{3}{4}$ m. (*l.* North Cowton, *r.* East Cowton) (d.p.), and $\frac{3}{4}$ m. further at d.p. turn *r.* At High Entercommon turn *l.* at d.p., and 2 m. after crossing Staindale Br. turn *l.* (d.p.), and at top of hill to *r.* past Ship Inn. $1\frac{1}{2}$ m. on turn *l.*, and thence direct to Yarm, and Route 340 (reverse) to Stockton.

NOTE.—A better route to Richmond, and that most generally taken by local riders, is to take Route 366 (reverse) to Darlington, thence Route 1 (No. 2 Alternative, reverse) to $\frac{1}{2}$ m. beyond Scotch Corner, when turn *r.* Long and rather steep descent to four-cross-roads; then long rise through Skeeby and forward into Richmond. *In reverse*, take road on *l.* of King's Head Hotel and proceed up Pottergate, and on reaching cross-roads turn *r.* and join main road $\frac{1}{2}$ m. south of Scotch Corner, thus avoiding steep hill mentioned in forward description. From Scotch Corner, Route 1 (No. 2. Alternative) to Darlington, and thence Route 366 to Stockton. Total distance, Stockton to Richmond $22\frac{1}{2}$ m. This route, in addition to being $1\frac{1}{4}$ m. shorter than that described above, is of distinctly better surface.

ROUTE 346.

RICHMOND TO BARNARD CASTLE.

Miles from Barn. Castle.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
15	RICHMOND (Market Place.) ↑	...	...	Proceed along King St. and up Queen's Rd., turn <i>r.</i> up Pottergate (steep) and at top turn <i>l.</i> at d.p., still ascending past Barracks. Good surface. Bear <i>l.</i> at second fork (<i>r.</i> to Darlington), then long stiff descent, passing Aske Hall (E. of Zetland) on <i>l.</i> , and undulating through Gilling.
14 $\frac{1}{2}$	Fork (d.p.)	$\frac{1}{2}$		
11 $\frac{3}{4}$	Gilling ..	2 $\frac{3}{4}$	3 $\frac{1}{4}$	After crossing br. at foot of village turn <i>l.</i> (forward to Piercebridge), and <i>l.</i> again at fork $\frac{1}{2}$ m. further. Poor surface. Steady rise past Hartforth Hall, growing steeper to junction with Roman road, along which bear <i>l.</i> from d.p. Short fall and rise then long descent, keeping straight forward, over stony surface, until joined by road from Kirkby Ravensworth. Cross br. and bear <i>r.</i> with undulating road and improved surface to Greta Bridge.
10 $\frac{3}{4}$	Hartforth Hall	1		
9 $\frac{1}{2}$	↑ Function with Roman Rd.	1 $\frac{1}{4}$		
5 $\frac{3}{4}$	Function of Kirkby Ravensworth Road	3 $\frac{3}{4}$		
3 $\frac{1}{2}$	Greta Bridge	2 $\frac{1}{2}$	11 $\frac{1}{2}$	Forward past lodge gates of Rokeby Park and Morritt Arms, and at top of hill turn <i>r.</i> at d.p., and descend past gates of Rokeby Hall, where road inclines <i>l.</i> (a delightful scene may be witnessed by taking the road to <i>r.</i> which leads down to the meeting of the Greta and the Tees). A little over $\frac{1}{4}$ m. on Manyfold Beck crosses the road (a broken-down-looking br. crosses it a little higher up); forward until approaching Abbey Br. (Egglesstone Abbey ruins on <i>l.</i>) when
3	Fork (d.p.)	$\frac{1}{2}$		

Route 346.

RICHMOND TO BARNARD CASTLE—continued.

Miles from Barn. Castle.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
1½	Abbey Bridge	1½		turn <i>r.</i> over br. (½d. toll)— <i>L.</i> to Startforth—and ascend steep hill. Road bends <i>r.</i> and <i>L.</i> and then joins road from Whorlton (d.p.) Turn <i>L.</i> and forward into Market Pl., Barnard Castle. Good surface, with picturesque scenery throughout.
	BARNARD CASTLE (Market Place.)	1½	15	

RICHMOND TO BARNARD CASTLE. Reverse.—Turn *L.* out of Market Pl., and forward for 1 m. to d.p. where turn *r.* Steep descent, with dangerous turn at foot on to Abbey Br. Immediately after crossing br. turn *L.*, and on reaching Rokeby Hall gates turn *r.* uphill. At top bear *L.* (d.p.) and at fork at 6 m. (d.p.), bear *r.*; at fork 3 m. further, at foot of long hill, and opposite some watering-troughs turn *r.* down narrow lane (forward to Scotch Corner). At Gilling turn *r.* (*L.* Melsonby) over br. and through village, and forward to Richmond. Enter by Pottergate, bear *L.* down Queen's Rd., and forward through King St. to Market Pl.

ROUTE 347.

RICHMOND TO BARNARD CASTLE.

(Via Kirkby Ravensworth.)

NOTE.—The following route, although shorter and more picturesque than that *via* Gilling (see No. 346) is more exposed, and varies considerably in the condition of its surface, according to the weather.

Miles from Barn. Castle.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
3½	RICHMOND	...	...	Leaving Gallowgate by steep ascent of nearly ¼ m., pass Barracks on <i>r.</i> , whence gradient becomes easier, and is followed by a moderate descent, steep at the foot, to Aske Beck. Short sharp rise to Aske Cottages, then easier to Moldron Lodge and Black Plantation. Undulating to end of plantation, whence begins descent of Gilling Wood Bank. The first half is steep but rideable, but on reaching a gate on the <i>L.</i> , the gradient becomes steeper and dangerous, with a sharp turn at the foot, with bad loose surface in the steepest portion. Thence easier descent to Whashton Springs Beck, crossing which (stone br.), slight undulating rise to Copper Mill Beck
3½	Barracks	¼		
2½	Aske Beck	1		
2	Moldron Lodge	½		
1½	Gilling Wood Bank	¾		
1½	Whashton Springs Beck ..	½		

Route 347.

RICHMOND TO BARNARD CASTLE—continued.

Miles from Barn. Castle.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
10 $\frac{1}{4}$	Marske Lane End	$\frac{1}{2}$		(wooden footbridge), and two sharp ascents to Marske Lane End. Undulating run with steep fall to cross-road, where turn sharp <i>L.</i> , and gentle rise to Kirkby Ravensworth. Variable surface, but generally good.
9 $\frac{3}{4}$	Cross-road ↓	$\frac{1}{2}$		
9 $\frac{1}{4}$	Kirkby Ravensworth... (Church.)	$\frac{1}{2}$	4 $\frac{1}{2}$	On passing Shoulder of Mutton Inn turn sharp <i>r.</i> , with gradual descent, passing Hergill Lane (on <i>L.</i>) to Priestgill Br. Keep straight on, still descending, and occasionally steep, to Dalton cross-roads, whence still keeping forward, road undulates to Cotton Mill Beck (wooden foot-bridge). Bad surface for $\frac{1}{4}$ m. when following road to <i>r.</i> for $\frac{1}{2}$ m. join Roman road. Fair surface.
8 $\frac{3}{4}$	Priestgill Bridge.....	$\frac{3}{4}$		
7 $\frac{1}{2}$	Bay Horse P.H.....	1		
7	Dalton Road-end.....	$\frac{1}{2}$		
6 $\frac{1}{4}$	Cotton Mill Beck	$\frac{3}{4}$		
5 $\frac{3}{4}$	Junction with Roman Rd.	$\frac{1}{2}$	8	
	BARNARD CASTLE	5 $\frac{3}{4}$	13 $\frac{3}{4}$	Route 346 to Barnard Castle.

RICHMOND TO BARNARD CASTLE (VIA KIRKBY RAVENSWORTH). *Reverse*.—Route 346 (reverse) to 5 $\frac{3}{4}$ m. when turn *r.*, and keep forward to Kirkby Ravensworth, where keep *L.* past Shoulder of Mutton Inn. At cross-road, $\frac{1}{2}$ m. further, keep *r.* and straight on into Richmond.

ROUTE 348.

RICHMOND TO BISHOP AUCKLAND.

Miles from B. Auckland.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
21 $\frac{1}{2}$	RICHMOND	...	...	Route 347 to Gilling. Keep straight forward, after crossing br., up steep hill of about 1 m., on to Gatherley Moor; keeping straight forward at cross-roads (<i>L.</i> Greta Br., <i>r.</i> Scotch Corner), and over undulating road to Melsonby. Fair surface.
18 $\frac{1}{4}$	Gilling	3 $\frac{1}{4}$		
17	Gatherley Moor	1 $\frac{1}{4}$		
15 $\frac{3}{4}$	Melsonby	1 $\frac{1}{4}$	5 $\frac{3}{4}$	Straight on through village and forward to Aldbrough, bearing <i>L.</i> on entering, and <i>r.</i> through village; road bends gradually <i>r.</i> , and almost level to junction with Roman Road at Lucy Cross Inn. Good surface.
14	Aldbrough.....	1 $\frac{3}{4}$		
13	Lucy Cross P.H. (Junction with North Road)	1	8 $\frac{1}{2}$	Thence a perfectly straight road and long gradual slopes to Cliffe Bank. Fairly steep descent, requiring care in wet weather. At foot of hill bear <i>L.</i> to Piercebridge. Surface as before.
12	Cliffe Bank ↓	1		

Route 348.

RICHMOND TO BISHOP AUCKLAND—*continued.*

Miles from B. Auckland.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
10 $\frac{3}{4}$	Piercebridge.....	1 $\frac{1}{4}$	10 $\frac{3}{4}$	Crossing R. Tees (into Durham County) continue through village, and in about 300 yds. meet Barnard Castle—Darlington Road, and turn <i>r.</i> along it for a similar distance. Immediately after crossing stream turn <i>L.</i> ; level road over level rly. crossing, after which the road is again perfectly straight and undulating, with a constant upward tendency for 3 $\frac{1}{2}$ m. Thence an unrideable ascent of $\frac{3}{4}$ m., continuing, but less steep, to Royal Oak Inn. Indifferent surface, heavy after rain.
10 $\frac{1}{4}$	Level Crossing..... ↑ ⌘	$\frac{1}{2}$		
5 $\frac{3}{4}$	Royal Oak P.H.	4 $\frac{1}{2}$	15 $\frac{3}{4}$	At fork at summit of the hill take broad road to <i>L.</i> , and after $\frac{1}{2}$ m. road bends first <i>L.</i> and then <i>r.</i> downhill, gradually becoming steeper and requiring great care, with, however, good surface. On crossing little br. over Humber Beck surface becomes very bad, and is often under water after heavy rain. Pass colliery houses, cross br., and bear <i>r.</i> into West Auckland.
4 $\frac{3}{4}$	Brusselton Folly Hill	1		
4 $\frac{1}{4}$	Humber Bridge	$\frac{1}{2}$		
3 $\frac{1}{2}$	West Auckland ...	$\frac{3}{4}$	18	Bearing <i>r.</i> cross open space, and take road on opposite side of village. At $\frac{1}{2}$ m., over level crossing to St. Helen's Auckland, at end of which turn <i>L.</i> , and immediately after <i>r.</i> ; $\frac{3}{4}$ m. further bear <i>r.</i> , and a little more than 100 yds. further to <i>L.</i> , and rather more than $\frac{1}{4}$ m. on bear <i>L.</i> Easy rise and fall into Bishop Auckland; straight forward into Market Pl. Fair surface. Bishop Auckland is sett-paved.
	Level Crossing.....			
3	St. Helen's Auckland...	$\frac{1}{2}$		
	Bishop Auckland ... (Market Place.)	3	21 $\frac{1}{2}$	

RICHMOND TO BISHOP AUCKLAND. *Reverse.*—Proceed up Newgate St. and straight forward. At 1 $\frac{1}{2}$ m. bear *r.* at fork (d.p.), $\frac{1}{4}$ m. further *r.* again, and very shortly after *L.* Bend *L.* into West Auckland, cross open space towards some houses isolated in the middle of it. A little to *r.* and behind them bend *L.*, and resume road. At top of Brusselton Hill bear *r.* past Royal Oak Inn, along the Roman Road (locally known as "The Street"). Turn *r.* on meeting Darlington—Barnard Castle Road, and 300 yds. on *L.* through Piercebridge. Thence direct forward until turn *r.* at Lucy Cross P.H.; bear *L.* through Aldbrough, and *r.* at fork on leaving village; then straight forward to Gilling, whence follow Route 347 (reverse).

ROUTE 349.

CATTERICK TO BISHOP AUCKLAND.

Miles from B. Auckland.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
22 $\frac{1}{4}$	CATTERICK	...	...	Route 1 (No. 2 alternative) to Scotch Corner. Keep straight on, avoiding roads forking <i>r.</i> at 1 m. and 2 m. respectively (d.p. at each), over undulating surface. After a short rise, steep winding descent down Low Hang Bank, then easy ascent, followed by perfectly straight road. Good limestone surface. At Lucy Cross P.H., road from Richmond joins in on <i>l.</i> , from which point as detailed in Route 348.
17 $\frac{1}{2}$	Scotch Corner	4 $\frac{3}{4}$		
15 $\frac{1}{4}$	Low Hang Bank	2 $\frac{1}{4}$		
13	Lucy Cross P.H.	2 $\frac{1}{4}$		
	Bishop Auckland ...	13	22 $\frac{1}{4}$	

CATTERICK TO BISHOP AUCKLAND. *Reverse.*—Route 348 (reverse) to Lucy Cross P.H., where keep straight forward to Scotch Corner. Thence as in Route 1 (No. 2 Alternative, reverse).

ROUTE 350. SCOTCH CORNER TO PENRITH.

NOTE.—The following route provides a connection between the two Great Northern Roads, running on the E. and W. of the Country, and detailed in Routes 1 and 2.

Miles from Penrith.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
49 $\frac{3}{4}$	SCOTCH CORNER	...	...	Turning <i>l.</i> from North Road at Scotch Corner, good fairly level road, passing cross-roads (<i>l.</i> Gilling, <i>r.</i> Melsonby) at 1 $\frac{1}{2}$ m. Continue straight forward, over similar road until road from Richmond joins at 3 $\frac{1}{2}$ m., when follow Route 347 to Greta Bridge.
48 $\frac{1}{4}$	Cross-roads	1 $\frac{1}{2}$		
46 $\frac{1}{4}$	Function of Richmond Rd.	2		
40 $\frac{1}{4}$	Greta Bridge	6	9 $\frac{1}{2}$	
	(Morritt Arms P.H.)			
39 $\frac{1}{4}$	Rokeby Church	1		After passing Morritt Arms at top of hill turn <i>l.</i> at d.p. (<i>r.</i> to Barnard Castle). Good undulating road past Rokeby Ch. Keep forward at cross-roads (<i>r.</i> Barnard Castle), steadily ascending Gallowhill (Boldron village $\frac{1}{2}$ m. <i>r.</i>). Then short level, with fine scenery, and gradual

Route 350. SCOTCH CORNER TO PENRITH—continued.

Miles from Penrith.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
	(Boldron 12½ m.)			
36¼	↑			descent to Bowes. Good surface, although deteriorating on nearing Bowes. Bowes was a Roman sta., and the ruins of the Castle may be seen, as also Dickens' Dotheboys Hall, the last house on L. at top of village.
33¾	Bowes..... (Church.)	5½	16	Long gradual ascent to the county boundary, at Rear Cross, then a series of steep descents with occasional gates across the road. Cross br. over Swindale Beck into Brough. A rough stony road, frequently grass-grown and in great part unrideable, although once a famous coaching road.
26¾	↑ Rear Cross.....	7		
20¾	Brough	6	29	Continue forward along main street. Splendid run, over excellent surface, with long easy gradients, past Coupland, to just before reaching Bongate, where steep descent is followed by another, after which turn to L. at end of Bridge St., and enter Market Pl., Appleby.
14¾	↑ Coupland	6		
12¾	↑ Bongate	2		
12½	↑ Appleby	½	37½	Leave Market Pl. by Bridge St., cross R. Eden, and turn to L., rejoining road. Ascend Battle-burrow hill, and at d.p. 2 m. keep to L. Telegraph wires lead all the way to Penrith. Steady descent to Temple Sowerby, where keep straight on over Eden Br.; thence undulating run to steep rise up Countess' Pillar Hill (monument by road side). At Brougham Castle turn sharp to r., cross R. Eamont. At large lamp bear L. down Roper St., then along Victoria Rd. and King St. to Market Pl. Splendid macadam surface throughout.
8	Kirkbythore	4½		
6¼	Temple Sowerby.....	1¾		
2½	Countess' Pillar Hill	3¾		
I	Brougham Castle	1½		
½	↑			
	PENRITH..... (Market Place.)	I	49¾	

SCOTCH CORNER TO PENRITH. *Reverse.*—From Market Pl. down King St. and Victoria Rd., bearing L. up Roper St. After crossing R. Eamont bear L., and ½ m. past Temple Sowerby, where telegraph wires divide, keep straight on, following the smaller division, straight on to past Appleby Br. (cross river for town), thence direct to Bowes. Leave by E. end of village (road to L. to Barnard Castle), then straight forward, bearing r. on reaching Rokeby Park wall, to Greta Br., which cross. At Smallways Inn bear L., and straight forward; 3 m. from Greta Br. at fork (d.p.) bear r., and at fork 3 m. further, where Richmond Route turns off r. at watering-troughs, keep straight forward, and on over cross-roads to Scotch Corner, where join North Road.

ROUTE 351. BOWES TO BARNARD CASTLE.

<i>Miles from Barn. Castle.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
4	BOWES..... (Church.)	...	...	Forward to foot of village, when turn <i>L.</i> up Station Rd. ; pass under rly. and bear <i>r.</i> Almost level for 2 m. then gradual descent to Startforth. After passing Deerbolt Inn, very steep and dangerous descent, with sharp turn to <i>r.</i> through narrow street, then <i>L.</i> over br. (crossing R. Tees), through Bridgegate, and uphill into Market Pl., Barnard Castle. Good macadam surface throughout.
		3½		
	BARNARD CASTLE	½	4	
	(Market Place.)			

BOWES TO BARNARD CASTLE. Reverse.—From Market Pl. bear *L.* down bank to Bridgegate, and over br. Turn *r.* along past mill and *L.* uphill, and forward. Cross rly. at 2 m. and just before reaching Bowes Sta. turn *L.* under rly. and *r.* at foot of road to church.

ROUTE 352.

KIRKBY STEPHEN TO MICKLETON.

<i>Miles from Mickleton.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
18½	KIRKBY STEPHEN	...	...	Pass down main street leaving Church on <i>r.</i> , and out of N. end of town, and bearing to <i>r.</i> over Eden Br., keep to <i>L.</i> , passing Winton village on <i>r.</i> , until Brough Sowerby is reached, when turn sharp to <i>L.</i> at fork (d.p.) and up Brough Bank over the br. to Brough. Surface fair, deteriorating after leaving Brough Sowerby.
17	Winton	1½		
15	Brough Sowerby.....	2		
14	Brough	1	4½	Leave by Bowes Rd., and at top of hill bear <i>L.</i> up 2½ m. of unrideable hill, entirely covered with loose stones. Bear <i>L.</i> at Blackmoor Gate Inn, and after a short decline the summit of the pass is reached at 4¼ m. (height, 1578 ft.), the county boundary being crossed in a descent in ½ m. Gate across the road at foot, then steep rise after crossing beck. Level for 1 m. when begins long steep and winding descent, crossing the Cleve and Lunehead Becks, which just after unite in
	(Castle Hotel.)			
12	Blackmoor Gate P.H....	2		
9¾	Summit	2¼		
9				

Route 352. KIRKBY STEPHEN TO MICKLETON

—continued.

Miles from Mickleton.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
7	Grains-o'-th'-Beck P.H. 	$1\frac{3}{4}$ 1		the R. Lune. From Grains-o'-th'-Beck Inn long rise, and after crossing Hargill Beck ($8\frac{1}{4}$ m.) another gate crosses the road. Steep winding descent to Wemmergill Hall and equivalent rise, after which fairly level to Bowbank, entered by a long descent becoming steeper passing through the hamlet. $\frac{1}{2}$ m. further bear <i>r.</i> at fork (<i>l.</i> to Middleton), then sharp ascent and long steep descent to Lune Br., then short rise into Mickleton. From the summit of the pass the surface is generally good and well kept, previous to that it is a mass of loose metal.
$4\frac{1}{2}$	Wemmergill Hall 	$2\frac{1}{2}$		
$1\frac{1}{2}$	Bowbank 	3		
$\frac{3}{4}$		$\frac{3}{4}$		
	MICKLETON 	$\frac{3}{4}$ $18\frac{1}{2}$		

KIRKBY STEPHEN TO MICKLETON. *Reverse.*—Leave Mickleton by Middleton Rd., and a little more than $\frac{1}{4}$ m. after passing under rly. bear *l.* at fork. Thence a direct and unmistakable road to Brough, in the centre of which turn sharp *l.* along Bridge St. and a direct road to Kirkby Stephen.

ROUTE 353. PENRITH TO HAYDON BRIDGE.

Miles from Haydon Br.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
36	PENRITH..... (Monument.)	...	...	Leave Market Pl. by King St. at S.E. corner. Turn to <i>l.</i> at Crown Hotel, then immediately afterwards to <i>r.</i> Slight rise and fall to Carleton, where turn to <i>l.</i> at fork. After leaving the village, road bends to <i>r.</i> at fork. Easy gradients and good surface to Eden Br., immediately after which sharp turn to <i>r.</i> , and ascent into Langwathby village.
35	Carleton.....	1		
$1\frac{1}{4}$	Langwathby.....	$3\frac{3}{4}$	$4\frac{3}{4}$	Turn to <i>l.</i> into village, and to <i>r.</i> at d.p. Immediately after passing rly. br. steep ascent; surface good. Downward tendency for $1\frac{1}{4}$ m.,
31				

Route 353. PENRITH TO HAYDON BRIDGE—continued.

<i>Miles from Haydon Br.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
29 $\frac{3}{4}$	Briggle Bridge..... ↓	1 $\frac{1}{2}$		then steep winding drop to br. over Briggle Beck, with corresponding rise beyond. Then undulating to Melmerby Hall, and descent into Melmerby. Surface good throughout.
27 $\frac{1}{4}$	Melmerby ↑	2 $\frac{1}{2}$	8 $\frac{3}{4}$	On entering the village from Penrith keep straight on until reaching cross-roads at head of village, when turn to <i>l.</i> at d.p., and shortly afterwards, at another d.p. turn to <i>r.</i> Winding road rises gradually for about 1 m. to foot of Melmerby Hill, where a fine view may be obtained. There is then a steady climb of 3 $\frac{1}{4}$ m. to where a road branches off to the summit of the hill. This is a short cut, but very steep, rough and unrideable. The road to the <i>l.</i> is more circuitous, but not so steep; surface, which has so far been good, now becomes rather loose, while the road is very exposed.
22 $\frac{1}{2}$	Hartside Height ... ↑	4 $\frac{3}{4}$	13 $\frac{1}{2}$	From the top (1750 ft. above sea level) there is a gradual descent for 4 $\frac{1}{2}$ m., surface fair, and corners manageable; incline then becomes more rapid, and, after a short level, cross South Tyne Br. and bear to <i>l.</i> into Alston. Town Hall and Clock Tower on <i>r.</i> The road into Alston was laid by MacAdam himself, and is very good.
16 $\frac{3}{4}$	Alston (Market Place.) ↑	5 $\frac{3}{4}$	19 $\frac{1}{4}$	Leaving by road running past rly. sta., long steep ascent for 2 $\frac{1}{2}$ m., followed by a gradual fall of 4 $\frac{1}{2}$ m. Care is necessary on nearing the foot of the hill, owing to an awkward turn over small stone br.; then level run to Whitfield. Good surface.
8 $\frac{1}{4}$	Whitfield ↓	1 $\frac{1}{2}$	27 $\frac{3}{4}$	Good level run to Cupola Br., then steep winding ascent to Staward Sta., whence a long descent right to Haydon Br., needing care in latter part, owing to one or two sharp turns; good surface.
5 $\frac{1}{4}$	Cupola Bridge ↑	2 $\frac{1}{2}$		Newcastle—Haltwhistle Road is joined before reaching br. over R. Tyne.
4 $\frac{1}{2}$	Staward Railway Sta.. ↑	1 $\frac{1}{4}$		
1 $\frac{3}{4}$	Langley Castle..... ↓	2 $\frac{3}{4}$		
	HAYDON BRIDGE ↓	1 $\frac{3}{4}$	36	

PENRITH TO HAYDON BRIDGE. Reverse.—From W. end of village, on S. side of R. Tyne, turn S. up a steep hill, and after passing under br. bear *r.*, and on coming in sight of Langley Castle bear *l.*; thence a direct forward road to Alston (great care being necessary in descending the winding Cupola Bank at 4 $\frac{1}{2}$ m.). Leaving Town Hall, Alston, turn to *r.* over br. over South Tyne, and keeping straight on, long steady climb for 5 $\frac{1}{4}$ m. to top of Hartside. At summit take road to *r.*; that to *l.* is very

steep, and should on no account be ridden. Road winds down the hill, and care should be exercised in riding as there are several awkward turns. At Briggie Br. ($2\frac{1}{2}$ m.) there is a rather steep descent, and at $3\frac{3}{4}$ m. a dangerous descent to Langwathby Rly. Br. At village turn to *l.* at d.p., and then to *r.*, with steep descent to Eden Br., where awkward turn to *l.* Keep straight on to Carleton then turn to *r.* at cross-roads, and proceed straight into Penrith, turning to *l.* at Crown Hotel, and immediately afterwards to *r.* into Market Pl.

ROUTE 354. ALSTON TO KIRKOSWALD.

Miles from Kirkoswald	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
5 $\frac{1}{4}$	ALSTON (Town Hall.)	...	...	Leave Town Hall on <i>l.</i> , and turn to <i>r.</i> over South Tyne. Proceed straight on, over steady rise for $5\frac{3}{4}$ m., to summit of Hartside Height. Take road to <i>r.</i> (that to <i>l.</i> should not be ridden). At $\frac{1}{4}$ m. road bends sharp to <i>l.</i> , and, still descending with care, turn off to <i>r.</i> at d.p. at $1\frac{1}{2}$ m. from summit for Renwick. Good surface.
9 $\frac{1}{2}$	Hartside Height ... ↓	5 $\frac{3}{4}$		
8	Turn off for Renwick	1 $\frac{1}{2}$	7 $\frac{1}{4}$	
5 $\frac{3}{4}$	Harescough Castle Farm	2 $\frac{1}{4}$		
5	Raven Beck	$\frac{3}{4}$		
4 $\frac{1}{2}$	↑			Hence the road is little used and somewhat loose. Sharp turns successively to <i>l.</i> and <i>r.</i> , both awkward. Road continues to descend, until after crossing small br. a slight rise. A grass road to the <i>l.</i> affords a short cut for the pedestrian, rejoining main road at Five Road Ends. Road continues to descend, and after passing farm on <i>r.</i> there is a gate across the road. Straight on past cross-road to br. over Raven Beck, just before which turn to <i>l.</i> at d.p. Surface deteriorates; two steep ascents, and then descent to cross-roads. Hence to the <i>r.</i> up steep hill, straight on past cross-roads and d.p.; undulating road, and, after $2\frac{1}{4}$ m., long rapid descent, and corresponding rise beyond; surface rough. Slightly downwards and good to Kirkoswald, which enter carefully, descend to cross-roads and d.p., and turn to <i>r.</i> into main street.
4 $\frac{1}{4}$	Five Road Ends	$\frac{3}{4}$		
	↓	2 $\frac{1}{4}$		
	↑			
	KIRKOSWALD	2	15 $\frac{1}{4}$	

ALSTON TO KIRKOSWALD. *Reverse*.—Proceed E. along main street; at d.p. turn to *l.* Road rises for $\frac{3}{4}$ m., then steep awkward drop. At Five Road Ends turn to *l.*, and, after rise, some rough and steep descents. At d.p. near br. turn to *r.*, thence climb to top of Hartside, then long steady descent to Alston.

ROUTE 355. ALSTON TO BRAMPTON.

Miles from Brampton.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
19	ALSTON	...	...	Leave town by road to Penrith and cross R. South Tyne, immediately afterwards turning to <i>r.</i> (road straight on to Penrith). Dangerous descent at 3½ m., then very hilly and lumpy to Slaggyford, through which there is a steep climb, and then a gradual ascent for 3 m. At Knaresdale keep to <i>l.</i> at fork. Lambley village lies off the road (on <i>r.</i>); after skirting it bear to <i>l.</i> , and then a level m. to Halton-le-Gate, where there is a level crossing. Steep descent to small stream, followed by sharp rise, and then steady climb for 2 m. Improved surface to Hallbankgate (level crossing), keep to <i>r.</i> at road-ends. Steep descent with dangerous sharp turn, passing under rly. br. About ½ m. further turn to <i>l.</i> at cross-roads. Level crossing at Milton, and undulating run, with downward tendency to Brampton. Hard road, with rather rough surface.
16½	↑			
14	Slaggyford	3½		
12½	Knaresdale	1½		
	(Lambley 9½ m.)	1½		
8½	Halton-le-Gate	4		
8	↑			
7½	Midgeholme	1		
3½	Hallbankgate	4		
2	Milton	1½		
	BRAMPTON..... (Moot Hall.)	2	19	

ALSTON TO BRAMPTON. Reverse.—Leave Market Pl. by street on *l.* near the Bank, then turn *r.*, and just outside of village, where three roads branch, *r.* again. ¾ m. past Milton turn *r.* at cross-roads, and shortly after keep *l.* When road forks at Hallbankgate bear *l.*; bear *r.* near Lambley, then direct forward through Slaggyford until near Alston, when on meeting Penrith Rd. turn *l.* into town.

ROUTE 356. PENRITH TO BRAMPTON.

Miles from Brampton.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
26	PENRITH..... (Monument.)	...	...	Follow Route 353 for 4¼ m. to Edenhall Old Toll Bar, where turn to <i>l.</i> at cross-roads. After about 200 yds. small brook crosses the road, with a footbridge at the side. Successive rises and falls to Nunwick Hall Gates, and shortly after enters Great Salkeld. Surface of lane generally good, but poor through Great Salkeld. After a rise and fall, short sudden descent is followed by a very steep one, with an old mill-house in the hollow, to left of road. Hence
21¾	Edenhall Toll Bar.....	4¼		
20	Nunwick Hall	1¾		
19½	Great Salkeld	½	6½	

Places on the Road.	Mileage.		General description of the Road.
	Inter-mediate.	Total.	
Mill-house	I		gradual descent, increasing as the road nears Lazonby and enters another road at right-angles; turn <i>l.</i> by church. Rough undulating moorland road, through gates at 3 m. and 4½ m. Just past latter turn <i>r.</i> and <i>r.</i> again 1½ m. further after passing two small houses, and again <i>r.</i> a little further under rly. arch. Sharp fall and easy rise into Armathwaite.
Lazonby.....	¾		
Baronwood	3½		
Armathwaite	2½	14	
	3		Leaving village by br. over R. Eden bear to <i>l.</i> at top of hill, then undulating road and long gradual descent to inn at 3 m. Long steep ascent; keep <i>l.</i> at top, then fairly level to Hornsbygate. Rough undulating road to Carlatton, where Cairn Beck is crossed by br. Steep ascent; keep to <i>l.</i> , then undulating road for 1½ m. to where road turns sharp to <i>r.</i> for Castle Carrock. Entering the village turn to <i>l.</i> Descent to stone br. over R. Gelt, and corresponding rise, after which steep descent, followed by long steady rise, level patch, and sharp fall and rise at Hell Beck. Gradual descent, (crossing rly. by level crossing), into Brampton Market Pl. Very hilly road; surface poor, but improving after leaving Castle Carrock.
Hornsbygate	1½		
Castle Carrock.....	3½		
Gelt Bridge	½		
	½		
Hell Beck	½		
BRAMPTON..... (Moot Hall.)	2½	26	

PENRITH TO BRAMPTON. Reverse.—Leave by road to S. of Market Pl., then straight on to Castle Carrock. Bear to *r.* at fork in village, and to *l.* at second turn. After passing Hornsbygate, down long steep and rough descent, keep to *r.* all the way, and at foot bear sharp to *l.*; 2½ m. further bear to *r.* and ascend to br. over R. Eden and Armathwaite. Follow telegraph wires under rly. arch, then bear *l.*, and *l.* again in ¼ m. At Baronwood keep *l.*, and beyond second gate turn *l.* again, and forward to Lazonby. Here turn *r.* and straight through Great Salkeld to Edenhall toll bar, just after crossing brook, where join Melmerby to Penrith Road (see Route 355) and turn to *r.*

NOTE.—The above route between Penrith and Lazonby is considerably preferable to that crossing Maiden Hill, which is not good in places, and is very hilly and of poor surface.

ALTERNATIVE ROUTE (VIA KIRKOSWALD)

Miles from Brampton.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
27	PENRITH.....	...	...	Route as above to Lazonby, where turn to <i>r.</i> under rly. br., where telegraph wires are met. Descending, road bears to <i>L.</i> and then level to Eden Bridge. Continues level, and then short steep ascent to cross-roads and d.p., where turn to <i>L.</i> into Kirkoswald.
18 $\frac{3}{4}$	Lazonby ...	8 $\frac{1}{4}$		
18 $\frac{1}{4}$	Eden Bridge	$\frac{1}{2}$		
17 $\frac{3}{4}$	Kirkoswald	$\frac{1}{3}$	9 $\frac{1}{4}$	
12	Armathwaite	5 $\frac{3}{4}$	15	Route 357 to Armathwaite, whence as in route described above.
	BRAMPTON.....	12	27	

PENRITH TO BRAMPTON (ALTERNATIVE ROUTE). *Reverse*.—Route as above to Armathwaite, whence follow Route 357 (reverse) to Kirkoswald. Proceed *E.* out of village to cross-roads, where turn *r.* and cross Eden Br. At Lazonby turn *L.* and forward as in main route to Penrith.

ROUTE 357. PENRITH TO WETHERAL.

Miles from Wetheral.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
22 $\frac{1}{2}$	PENRITH.....	...	...	Route 356 (alternative) to Kirkoswald.
13 $\frac{1}{4}$	Kirkoswald	9 $\frac{1}{4}$	9 $\frac{1}{4}$	
	↑			Rough steep ascent through main street, afterwards easier, then fall and short rise, after which bear <i>L.</i> with rough steep descent to Stafffield. Bear <i>L.</i> at d.p., then a good but sharply undulating road, ending in dangerous descent to Armathwaite. After passing chapel, turn <i>L.</i> and cross R. Eden into village.
11 $\frac{1}{2}$	Stafffield	1 $\frac{3}{4}$		
9 $\frac{1}{4}$	Beck Cottages	2 $\frac{1}{4}$		
	↓	1 $\frac{1}{4}$		
7 $\frac{1}{2}$	Armathwaite (Duke's Head.)	$\frac{1}{2}$	15	Proceed along main street, and turn <i>r.</i> by a large barn, then steep winding ascent past rly. sta., and an undulating run straight forward to Coathill. In $\frac{1}{2}$ m. a brook crosses the road (footbridge at side), thence rough steep ascent, from which continue forward to Cumwhinton. Rough stony surface.
	↑			
3 $\frac{3}{4}$	Coathill	3 $\frac{3}{4}$		
3	↑			Turn <i>r.</i> through village, and steep descent over rly. br. past sta. followed by sharp rise and undulating run forward into Wetheral. Fair surface.
1 $\frac{3}{4}$	Cumwhinton.....	2	20 $\frac{3}{4}$	
	↓			
	WETHERAL	1 $\frac{3}{4}$	22 $\frac{1}{2}$	

PENRITH TO WETHERAL. *Reverse*.—Keeping to *r.* of green, take *r.*-hand fork, and bear *r.*, then sharp *L.* past schoolhouse, and forward to Cumwhinton. In village

take first turn *l.* (opposite a gate), and straight on to Armathwaite. Cross R. Eden, and bending *l.*, turn sharp *r.*, and forward to Staffield, where bear *r.* and forward into Kirkoswald. Thence as in Route 356 (alternative reverse) to Penrith.

ALTERNATIVE ROUTE.

Wetheral.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
11 3	PENRITH.....	...	...	Route 356 to Armathwaite.
7 4	Armathwaite	14	14	Keep straight on, passing church on <i>l.</i> , and sharply undulating road. Bear <i>r.</i> after level rly. crossing
5 4	Level Crossing.....	2		and hilly run, often requiring care and generally rough, to junction with Cumwhinton Rd., when turn <i>r.</i> to Wetheral.
	↑			
	↓			
11	Junction with Cumwhinton Road.....	4 $\frac{3}{4}$		
	WETHERAL.....	1	21 $\frac{3}{4}$	

PENRITH TO WETHERAL (ALTERNATIVE ROUTE). *Reverse.*—Follow Cumwhinton Rd. to cross-roads at 1 m., when turn *l.* and straight on to Armathwaite. Thence as in Route 356 (reverse).

ROUTE 358. CARLISLE TO WETHERAL.

Wetheral.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
5	Carlisle..... (Clock Tower.)	...	...	Leave Clock Tower by English St.; take first turning to <i>l.</i> down Bank St.; first to <i>r.</i> up Lowther St.; first to <i>l.</i> down Warwick Rd. Then straight on to Botcherby over level road, crossing R. Petteril by br. Gradual ascent to Rose Bank, thence level to Wheelbarrow Hall. At four cross-roads take that to the <i>r.</i> , and continue to Oakbank ($\frac{1}{4}$ m.). After passing under rly. br. turn to <i>l.</i> through Scotby village, and after passing village green take first turn to <i>l.</i> down slight incline, at the foot of which the road bears to the <i>r.</i> , and then straight on to Wetheral.
4	Botcherby.....	1		
2 $\frac{3}{4}$	Wheelbarrow Hall.....	1 $\frac{1}{4}$		
2 $\frac{1}{4}$	Scotby ...	$\frac{1}{2}$		
	WETHERAL..... (Crown Hotel.)	2 $\frac{1}{4}$	5	

CARLISLE TO WETHERAL. *Reverse.*—Leave Crown Hotel, Wetheral, by road to *r.*; at Scotby turn sharp to *r.*, and again to *r.* passing under rly. br. At Wheelbarrow Hall sharp to *l.*, and then level run into Carlisle.

ALTERNATIVE ROUTE.

<i>Miles from Wetheral.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
5	Carlisle	...	...	Follow above route to Wheelbarrow Hall, then keep straight on past Waterloo Inn. Gently undulating road to Warwick Moor, where, at foot of hill, take road to <i>r.</i> , and after $\frac{1}{4}$ m. bear to <i>l.</i> Thence along rather rough road to rly. br., where turn to <i>r.</i> ; cross the rly. and turn to <i>l.</i> into Wetheral.
$2\frac{3}{4}$	Wheelbarrow Hall.....	$2\frac{1}{4}$		
	↑			
$1\frac{1}{2}$	Warwick Moor	$1\frac{1}{4}$		
	WETHERAL	$1\frac{1}{2}$	5	

CARLISLE TO WETHERAL (ALTERNATIVE). *Reverse.*—Leave Crown Hotel, Wetheral, and at first turn to *r.* cross rly. br., and then sharp to *l.* At $1\frac{1}{2}$ m. join main road, and turn to *l.* After $\frac{1}{2}$ m. level, rather steep descent to inn, then ascent to Wheelbarrow Hall, whence as in main route.

ROUTE 359. CARLISLE TO BRAMPTON.

(Via Warwick.)

NOTE.—See also route via Crosby in Newcastle to Carlisle.

<i>Miles from Brampton.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
9	Carlisle	...	...	Route 358 (alternative) to foot of hill at Warwick Moor, where keep to <i>l.</i> along straight road to Warwick. Excellent surface.
$5\frac{1}{2}$	Warwick Moor	$3\frac{1}{2}$		
5	Warwick	$\frac{1}{2}$	4	Descend steep hill with awkward twist to br. over R. Eden. Gentle rise from br.; turn <i>r.</i> at fork into Warwick-bridge village. Continue straight on at cross-roads at Corby Hill, then <i>l.</i> at fork. Long rise and fall, passing Edmund Castle on <i>l.</i> to br. over R. Gelt, after which a successive rise and fall to near Brampton. Entering village turn <i>r.</i> , and after passing church on <i>r.</i> , to <i>r.</i> again. Good surface throughout.
	↓			
$4\frac{1}{2}$	Warwick-bridge	$\frac{1}{2}$		
4	Corby Hill	$\frac{1}{2}$		
$2\frac{3}{4}$	Edmund Castle	$1\frac{1}{4}$		
$1\frac{1}{4}$	Gelt Bridge	$1\frac{1}{2}$		
	BRAMPTON..... (Moot Hall.)	$1\frac{1}{4}$	9	

CARLISLE TO BRAMPTON. *Reverse.*—Proceed past church; at fork turn *l.* and unmistakable road to Warwick Br. Thence straight forward, Wetheral Rd. joining at Warwick Moor, whence follow Route 358 (alternative reverse) to Carlisle.

ROUTE 360. BRAMPTON TO LONGTOWN.

Miles from Longtown.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
11	BRAMPTON..... (Moot Hall.) ↑	...	...	Leave Market Pl. by Front St. to fork, where bear to <i>r.</i> and ascend hill. Thence gradual descent to old toll bar at 1 m. Bear to <i>r.</i> crossing R. Irthing by stone br., thence level winding road to Cambeck Bridge Inn. Cross br. over Cam Beck, then long steep climb to Newtown; $\frac{1}{2}$ m. further, at fork, keep to <i>l.</i> , then undulating road to Smithfield. Good surface.
10	Old Toll Bar.....	1		
9	Cambeck Bridge Inn...	1		
8 $\frac{1}{2}$	Newtown	$\frac{1}{2}$		
7	Laversdale Lane End Inn	1 $\frac{1}{2}$		
5	Muncaster Arms	2		Keep straight on along undulating road to Graham's Arms Inn, where turn sharp to <i>r.</i> ; gentle descent to Clift Br. over R. Lyne. Short level, followed by slight ascent, then straight level road to Longtown. On entering town turn sharp to <i>r.</i> down main street to Globe Hotel. Surface good.
4 $\frac{1}{2}$	Smithfield	$\frac{1}{2}$	6 $\frac{1}{2}$	
2 $\frac{3}{4}$	Graham's Arms Inn ...	1 $\frac{3}{4}$		
2 $\frac{1}{2}$	Clift Bridge	$\frac{1}{4}$		
	LONGTOWN..... (Globe Hotel.)	2 $\frac{1}{2}$	11	

BRAMPTON TO LONGTOWN. Reverse.—Leave by road to S., turn to *l.* at top of main street, then straight on to br. over R. Lyne. After short ascent bear to *l.*, to Smithfield; straight on through Newtown to br. over Cam Beck. At inn turn to *r.*, then straight on over R. Irthing, up gradual ascent to sharp dip into Brampton. At fork take road to *r.*, and proceed up Front St. to Market Pl.

ROUTE 361. BRAMPTON TO GILSLAND.

Miles from Gilsland.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
7	BRAMPTON..... (Moot Hall.)	...	...	Follow reverse Route 399 to Middle Row, where turn sharp to <i>l.</i> down steep rough bank, cross small beck and ascend to Low Row village. Immediately after level crossing over Newcastle and Carlisle Rly. turn sharp to <i>r.</i> , then undulating road with upward trend to Upper Denton where is another level crossing. Bear to <i>l.</i> crossing line a third time, then short rise and rather steep descent, lessening into Gilsland. Good surface.
3 $\frac{1}{2}$	Middle Row..... ↓	3 $\frac{1}{2}$		
3	Low Row	$\frac{1}{2}$		
1	Upper Denton	2		
	GILSLAND	1	7	

BRAMPTON TO GILSLAND. Reverse.—Leave by way of short rise past the chapel, straight on to Middle Row, whence follow Route 399.

ROUTE 362. DARLINGTON TO BARNARD CASTLE AND ALSTON.

Miles from Alston.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
49	Darlington (Market Place.)	...	...	From S. end of Market Pl. turn <i>r.</i> up Blackwellgate, and continue forward by Coniscliffe Rd., leaving North Rd. on <i>l.</i> Slightly undulating run for 3 m., then gradual rising for $1\frac{1}{2}$ m., and rather steep descent to Piercebridge (village on <i>l.</i>). Keep straight on with gradual rise, and only one steep descent (at $1\frac{1}{4}$ m.), to Gainford (village lies slightly to <i>l.</i>). Good surface, but deteriorating somewhat towards Gainford.
44 $\frac{3}{4}$	High Coniscliffe	4 $\frac{1}{4}$		
43 $\frac{1}{2}$	Piercebridge	1 $\frac{1}{4}$		
41	Gainford	2 $\frac{1}{2}$	8	The gradient now becomes heavier to fork at $\frac{3}{4}$ m. where bear <i>l.</i> , down narrow steep descent. $\frac{1}{2}$ m. further long steep rise, afterwards easier, bending sharp <i>l.</i> and <i>r.</i> into Winston. Thence a series of moderate ascents for 2 m., and, after a short level, undulating with upward trend for 3 m. Thence a fall, at first easy, but afterwards rather steep, into Barnard Castle. Good surface; excellent in dry weather.
39 $\frac{1}{2}$	↑	↓	$\frac{3}{4}$	
39	Winston	1 $\frac{1}{4}$	10	
33	Barnard Castle..... (Market Place.)	6	16	Bear <i>l.</i> down Galgate, and <i>l.</i> through Market Pl. Keep straight on past Market Hall. Steep descent of bank; at foot turn sharp <i>r.</i> , then along Bridgegate and cross R. Tees. Turn sharp <i>r.</i> immediately over br., and at fork in 200 yds. keep <i>r.</i> (<i>l.</i> to Bowes); $\frac{1}{4}$ m. further turn <i>l.</i> up steep hill. After $\frac{1}{2}$ m. practically level run to Lartington; good surface.
32 $\frac{1}{2}$	↑	↓		
30	Lartington	3	19	
28 $\frac{1}{2}$	Cotherstone	1 $\frac{1}{2}$		On reaching village bear <i>l.</i> , and at end turn <i>r.</i> past rly. sta. downhill, a sharp awkward descent, followed by rise. Then, after 1 m. of undulating road, descent, steep at first, to Cotherstone. On entering village bear <i>r.</i> for a short distance, then <i>l.</i> , and at the end bear <i>r.</i> (d.p.), with a sharp descent to Balder Br. and similar rise on the opposite side. At next fork to <i>r.</i> uphill, then an undulating run, ending in a sharp fall to Romaldkirk. Good surface.
28	Balder Bridge	$\frac{1}{2}$		
26 $\frac{1}{4}$	Romaldkirk	1 $\frac{3}{4}$	22 $\frac{3}{4}$	
24 $\frac{1}{2}$	Mickleton	1 $\frac{3}{4}$		On entering village bear <i>r.</i> to church, then skirting churchyard wall, bend <i>l.</i> and continue so until just beyond the br., when turn <i>r.</i> (d.p.) uphill. Then an easily undulating road to Mickleton. Crossing br. over R. Lune turn <i>r.</i> at fork (d.p.), then after a level run to Middleton Rly. Sta., easy fall and rise into Middleton. Good surface.
	↑			

Route 362. DARLINGTON TO BARNARD CASTLE AND ALSTON—continued.

Miles from Alston.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
22	Middleton-in-Teesdale (Church.)	2½	27	Cross stone br. and keep L., then a long gradual ascent to High Force Inn (waterfall a little to L.), and on to Langdon Beck Inn (footpath on L. to Cauldron Snout). Good surface.
19½	Newbiggin	2½		
17	High Force Inn	2½		
15	Langdon Beck Inn	2	34	Steep climb for 1 m., then easy rise for 4 m., with several gates across the road in the last 1½ m. Still rising over Yad Moss for 2 m. (first portion steep), then a gradual descent, with two or three short rises into Alston, the entrance to which is dangerously steep and badly paved. The run from Langdon Beck is over wild hill country, and is very rough until after crossing Yad Moss, whence it is good to Alston.
14	⌘			
	⌘			
	ALSTON (Market Place.)	15	49	

DARLINGTON TO BARNARD CASTLE AND ALSTON. *Reverse.*—Leaving Alston Market Pl. by main street, keep to r. at top. At 2¼ m. take road at right angles to L. (d.p.) (forward to Garrigill); this turn may be easily missed, unless a careful watch is kept. Thence direct to Middleton, where, after crossing br., turn r. past rly. sta., and at fork in 1 m. keep L. ½ m. beyond Mickleton bear r. (d.p.), and nearing Ronaldkirk turn L. at foot of sharp descent for a few yds. and then r., skirting churchyard wall. At end of village bear L. at fork (d.p.). Some distance through Cotherstone bear r., and at end of village L.; turn L. after passing Lartington Rly. Sta. (d.p.), and at foot of steep descent on nearing Barnard Castle bend r., and in ½ m. turn L. over br. Proceed along Bridgegate, turn L. up hill, and through Market Pl.; then to r. up Galgate. Bear round to r., and at d.p. keep r. (L. to Staindrop), and a direct forward road to Darlington. Entering town bear L., and turn L. into Market Pl.

No. 1. ALTERNATIVE ROUTE.

DARLINGTON TO BARNARD CASTLE.

Miles from Alston.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
50½	Darlington (Market Place.)	...	...	Leave by Bondgate and Woodlands Rd. and at tram terminus in ½ m. keep straight forward (r. to Bishop Auckland, L. to Croft) by an easily rising road to Summerhouse (crossing old Roman road ¾ m. before reaching village) and
49½	Cockerton	1		
47	Thornton Hall	2½		
44½	Summerhouse	2½		

DARLINGTON TO BARNARD CASTLE—continued.

Miles from Alston.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
42½	Ingleton.....	2		Ingleton, after leaving which bear <i>l.</i> at fork, and rise continues to Staindrop (Raby Castle on <i>r.</i>).
39½	Staindrop	2¾	11	Fair surface.
33	Barnard Castle.....	6½	17½	Turn <i>l.</i> and Route 377 to Barnard castle.
	ALSTON	33	50½	Route as above to Alston.

DARLINGTON TO BARNARD CASTLE (ALTERNATIVE). *Reverse.*—Route 377 (reverse) from Barnard Castle to Staindrop, leaving which turn *l.* over br., and immediately *r.* at fork. At 1 m. turn *r.*, and then straight forward to Darlington, entering which proceed by Woodlands Rd. and Bondgate to Market Pl.

No. 2. ALTERNATIVE ROUTE.

DARLINGTON TO BARNARD CASTLE.

A pleasant variation may be secured by taking a road to *l.* in the centre of Winston. Steep descent to river, and similar rise on Yorkshire side; at fork (d.p.) turn *r.* and follow road through Ovington (2 m.) and Wycliffe (3½ m) to Greta Br., where Richmond Road is joined. Easy undulations and fair surface, with picturesque scenery *en route*.

In reverse, turn *l.* at Greta Br., and ½ m. beyond take narrow road to *l.* (d.p.), and *l.* over river 1½ m. past Ovington to Winston. The descent beyond Ovington to Winston Br. is very dangerous. Total distance, Winston to Barnard Castle, 8½ m.

No. 3. ALTERNATIVE ROUTE.

BARNARD CASTLE TO MIDDLETON.

(Via Eggleston.)

Miles from Alston.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
47	Darlington	...	...	Route as above to Barnard Castle.
31½	Barnard Castle..... (Galgate.)	15½	15½	At the Workhouse, before entering the town, turn <i>r.</i> at d.p. over level rly. crossing, close to rly. sta., and 1¼ m. further bear <i>l.</i> at fork, and straight forward for 4 m., when turn <i>l.</i> down Folly Bank (steep hill) past Eggleston, and in ¼ m. turn <i>r.</i> Thence direct road to Middleton. Generally fair surface, sometimes loose and rough, and a hilly road.
31¼	Level Crossing.....	¼		
26	Eggleston	5¼		
22	Middleton	4	25	
	ALSTON	22	47	Route as above to Alston.

BARNARD CASTLE TO MIDDLETON (ALTERNATIVE ROUTE). *Reverse.*—Leaving Middleton, instead of turning *r.* to rly. sta. keep straight forward to Eggleston, where turn *l.* up steep hill, and then *r.* In $\frac{3}{4}$ m. again bear *r.*, and shortly after once more *r.*; then forward to Barnard Castle, where, $\frac{1}{2}$ m. beyond level crossing, at workhouse join Galgate and turn *l.* for Darlington (see main route, reverse), or *r.* to Barnard Castle Market Pl.

ROUTE 363. WINSTON TO STAINDROP.

Miles from Staindrop.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
2 $\frac{3}{4}$	WINSTON	...	...	Proceeding eastward from village for less than $\frac{1}{2}$ m. take first turn <i>l.</i> (d.p.), level run over level rly. crossing. Shortly after turn <i>r.</i> and in 200 yds. <i>l.</i> , then an undulating road with upward tendency for $\frac{3}{4}$ m. followed by easy descent into Staindrop. Good surface.
2	Level Crossing	$\frac{3}{4}$		
	STAINDROP	2	2 $\frac{1}{4}$	

WINSTON TO STAINDROP. *Reverse.*—Following the line of the S. side of the village, eastward, keep *r.* (d.p.); and at $1\frac{3}{4}$ m. bend sharp *r.*, then *l.*, and forward to junction with Darlington Rd., when turn *r.* into Winston.

ROUTE 364.

CROFT TO MIDDLETON-ONE-RROW.

Miles from Middleton-one-Row.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
5 $\frac{1}{2}$	CROFT	...	...	From br. take road to <i>r.</i> (d.p.) uphill past rly. sta., then an almost level run to Neasham. Good surface, slightly uneven in places.
	(Bridge.)			
4 $\frac{1}{2}$	Hurworth	1 $\frac{1}{4}$		Passing through village take narrow road to <i>l.</i> at end, up steep ascent, then a winding level road with one short fall, until near Dinsdale Sta., when turn <i>r.</i> at cross-roads (d.p.), and a gently falling road to Middleton-one-Row. Good surface, although rather rough in places.
3 $\frac{1}{2}$	Neasham	1	2 $\frac{1}{4}$	
3				
$\frac{3}{4}$	Dinsdale Railway Sta..	2 $\frac{1}{2}$		
	MIDDLETON-ONE-ROW ...	$\frac{3}{4}$	5 $\frac{1}{2}$	

CROFT TO MIDDLETON-ONE-ROW. *Reverse.*—Bearing *r.* at W. end of village, turn *l.* at d.p., just before reaching Dinsdale Rly. Sta. At foot of steep descent at 3 m. turn *r.* through Neasham, and at W. end of village keep *l.* at fork, and forward to Croft.

ROUTE 365. DARLINGTON TO YARM.

Miles from Yarm.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
9 $\frac{3}{4}$	Darlington (Market Place.)	...	...	Proceeding eastward by br. over R. Skerne, bear <i>r.</i> to St. John's Ch., where take <i>l.</i> at fork. Easy run to Wheatsheaf Inn, after which a steep fall and rise, then easily undulating to Fighting Cocks. Bear <i>r.</i> to Killinghall where turn <i>l.</i> down slight descent and under two brs. Then sharp <i>l.</i> and up to Oak-tree, where pass under rly., and keeping by its side, easy run to Urlay-nook. Cross rly. on level and continue to inn on <i>l.</i> (d.p.), then sharp descent into Yarm. Fair surface.
7	Wheatsheaf P.H.	2 $\frac{3}{4}$		
6	Fighting Cocks	1		
5 $\frac{1}{2}$	Killinghall	$\frac{1}{2}$		
4 $\frac{3}{4}$	Oak-tree	1		
3 $\frac{3}{4}$	Low Goosepool	$\frac{3}{4}$		
1 $\frac{1}{4}$	Urlay-nook	2		
	↓			
	YARM (Town Hall.)	1 $\frac{3}{4}$	9 $\frac{3}{4}$	

DARLINGTON TO YARM. Reverse.—Proceeding N. bear *l.* after crossing br. ; approaching mill at top of slight descent keep *l.* After passing Oak-tree take second road to *r.* under two brs. ; at Killinghall turn *r.*, and at Fighting Cocks *l.*, then straight on into Darlington.

ALTERNATIVE ROUTE (VIA LONG NEWTON).

Miles from Yarm.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
9 $\frac{3}{4}$	Darlington	...	...	Route 366 to Long Newton, where turn <i>r.</i> in centre of village (d.p.), and level run to Urlay-nook, whence follow above route to Yarm. Good surface from Long Newton to Urlay-nook.
3 $\frac{3}{4}$	Long Newton	6 $\frac{1}{4}$		
1 $\frac{1}{4}$	Urlay-nook	1 $\frac{3}{4}$		
	YARM	1 $\frac{3}{4}$	9 $\frac{3}{4}$	

DARLINGTON TO YARM (ALTERNATIVE ROUTE). Reverse.—Above route (reverse) to Urlay-nook, where bear *r.* after crossing rly. to Long Newton. Turn *l.* on reaching village, and Route 366 (reverse) to Darlington.

ROUTE 366. DARLINGTON TO STOCKTON AND HARTLEPOOL.

Miles from Hartlepool.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
24 $\frac{1}{2}$	Darlington (Market Place.)	...	...	Leaving Market Place by Tubwell Row, proceed forward along Freeman's Place and Haughton

Route 366. DARLINGTON TO STOCKTON AND HARTLEPOOL—continued.

Miles from Hartlepool.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
22 $\frac{3}{4}$	Haughton-le-Skerne ...	1 $\frac{3}{4}$		Rd. Turn <i>r.</i> just before reaching Great Burdon and bear <i>r.</i> at fork on leaving Sadberge, then direct forward into Stockton. On meeting tramlines follow same into High St. An easy undulating road with indifferent surface.
22 $\frac{1}{4}$	Great Burdon	1 $\frac{1}{2}$		
20 $\frac{3}{4}$	Sadberge	1 $\frac{1}{2}$		
18 $\frac{1}{4}$	Long Newton	2 $\frac{1}{2}$		
16 $\frac{3}{4}$	Elton	1 $\frac{3}{4}$		
14 $\frac{3}{4}$	East Hartburn.....	1 $\frac{3}{4}$		Route 368 to Wolviston, at northern end of which turn <i>r.</i> (d.p.), falling slightly to Newton-bewley, then undulating to Greatham Bridge, with a sharp rise to Greatham. Turn sharp <i>l.</i> on entering village, and bear <i>r.</i> in $\frac{1}{4}$ m., then a very slight fall to West Hartlepool. Turning <i>l.</i> round All Saints' Church keep straight on. Good surface.
13 $\frac{1}{4}$	Stockton	1 $\frac{1}{2}$	11 $\frac{1}{2}$	
8 $\frac{1}{4}$	Wolviston	5		
7 $\frac{1}{4}$	Newton-bewley	1		
5 $\frac{1}{2}$	Greatham	1 $\frac{3}{4}$		
2	W. Hartlepool	3 $\frac{1}{2}$	22 $\frac{1}{2}$	Keep to <i>r.</i> at fork in $\frac{1}{4}$ m. with fairly good macadam surface, and following tramlines, at $\frac{3}{4}$ m. bend <i>r.</i> under rly. into Hartlepool. Rough uneven surface.
	Hartlepool (Trinity Church.)	2	24 $\frac{1}{2}$	

DARLINGTON TO STOCKTON AND HARTLEPOOL. Reverse.—Follow tramlines to West Hartlepool, and straight forward to All Saints' Ch., round which bear *r.* and then *l.*, and again in $\frac{1}{4}$ m. *l.* Thence a winding road, but easily distinguishable, and with d.p.'s at all turns to Greatham, where turn *r.* downhill, and forward to Wolviston. Bear *l.* through village and Route 368 (reverse) to Stockton. At foot of High St. turn *r.* and follow tramlines to terminus, and after crossing rly. br. turn sharp *r.* and direct forward. After passing Great Burdon bear *l.*, and at Haughton-le-Skerne keep *l.* of church, and straight forward into Market Pl., Darlington.

ROUTE 367. STOCKTON TO SEATON CAREW.

Miles from Seaton Carew.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
10 $\frac{1}{2}$	Stockton	...	...	Route 366 to cross-roads 1 $\frac{1}{4}$ m. beyond Greatham, where turn <i>r.</i> (d.p.), and level run past rly. sta. into Seaton Carew. Good surface.
2 $\frac{3}{4}$	Greatham	7 $\frac{1}{4}$		
$\frac{1}{4}$	Railway Station	2 $\frac{1}{4}$		
	SEATON CAREW.....	$\frac{1}{2}$	10 $\frac{1}{2}$	

STOCKTON TO SEATON CAREW. Reverse.—Leaving by road past rly. sta. forward to cross-roads, where turn *l.* (d.p.), and Route 366 (reverse) to Stockton.

ROUTE 368.

STOCKTON TO SOUTH SHIELDS.

Miles from So. Shields.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
33 $\frac{3}{4}$	Stockton (High Street.)	...	...	Follow tramlines northwards up High St. (granite setts with macadam interspersions), easily rising towards Norton, entering which turn <i>r.</i> (d.p.) at village green. Then undulating road with sharp rise into Billingham, immediately on entering which bear <i>L.</i> (d.p.); follow telegraph wires with an easily undulating road to Wolviston. Excellent surface.
32	Norton	1 $\frac{3}{4}$		
31	Billingham	1		
28 $\frac{3}{4}$	Wolviston	2 $\frac{1}{4}$	5	Thence a steadily rising road with heavier gradients in latter portion to Sheraton within $\frac{1}{2}$ m. of which bear <i>L.</i> (d.p. <i>r.</i> to Hartlepool) and shortly after <i>r.</i> into village. Good but rather "bumpy" surface.
22 $\frac{3}{4}$	Sheraton	6	11	Leaving village bend <i>L.</i> and then <i>r.</i> A short rise is followed by a long descent, and after another short ascent a further fall into Hesleden Dene, then a tedious climb to Castle Eden. A short distance beyond the rly. br. bend <i>L.</i> , and then at fork bear <i>r.</i> (d.p.), then a sharp descent to Castle Eden Dene, followed by a stiff climb to Shotton. Turn <i>L.</i> down narrow road (d.p.), then after a steep rise of $\frac{1}{2}$ m., easy road to Easington.
20	Castle Eden (Commercial Inn.)	2 $\frac{3}{4}$		Crossing the green northwards proceed straight forward and at fork 300 yds. further, bear <i>L.</i> , and after a short undulating run, long descent into Hawthorn Dene and similar ascent on opposite side. Excellent undulating run, but after passing pumping station steep descent with poorer surface into Dalton-le-Dale. Long rise and fall through Seaham Colliery, after which a loose, rough descent, and after a sharp rise, undulating road, with better surface, to Ryhope.
18 $\frac{1}{2}$	Shotton	1 $\frac{1}{2}$		
16 $\frac{1}{4}$	Easington	2 $\frac{1}{4}$	17 $\frac{1}{2}$	
14 $\frac{3}{4}$				Entering Ryhope bear <i>r.</i> at second turning (d.p.) then <i>L.</i> , and undulating run to Sunderland. Passing cemetery keep straight forward, and on meeting tramlines follow same up and down between parks, keeping straight on to Town Hall. Good surface to Sunderland, where granite setts to wood paving in Fawcett St. Straight forward over bridge to end of wood paving, and where tramlines fork <i>r.</i> and <i>L.</i> take
13 $\frac{1}{2}$	Dalton-le-Dale	2 $\frac{1}{4}$		
12 $\frac{1}{4}$	Seaham Colliery ...	1 $\frac{1}{4}$		
11 $\frac{1}{2}$				
10	Ryhope	2 $\frac{1}{4}$	23 $\frac{3}{4}$	
7	SUNDERLAND	3	26 $\frac{3}{4}$	

Route 368. STOCKTON TO SOUTH SHIELDS—continued.

Miles from So. Shields.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
5½	Fulwell Mill.....	1½		centre road (macadam), and after short rise and fall, long steady climb to Fulwell Mill. At fork ¼ m. further keep <i>r.</i> (L. to Newcastle), down sharp descent, then level run to Cleadon. Uneven surface.
3¾	Cleadon	1¾	30	Turn L. through village, and in a few yds. bear <i>r.</i> (L. to Boldon), then undulating with long steady slopes to Westoe, with indifferent surface. Just past village bear <i>r.</i> at large lamp (d.p. L. Tyne Dock), and in 100 yds., opposite Westoe Hotel turn L., then long descent, becoming steep at foot to King St., along which turn L. with tramlines to Market Pl. Straight on over same, and down short steep street, bearing <i>r.</i> to ferry landing for North Shields (fare, 1d. each for passenger and cycle).
2	Harton	1¾		
1½	Westoe	¾		
	↓ South Shields (Ferry-landing.)	1½	33¾	

SUNDERLAND TO SOUTH SHIELDS. Reverse.—From ferry-landing bear *r.* and immediately L. into Market Pl.; cross same and follow tramlines along King St., taking first turn *r.* after passing under rly. br. At Westoe Hotel turn *r.* and at large lamp bear L. and forward to Cleadon. Bear L. into village, and bear *r.* past pond. Entering Sunderland, go straight forward with tramlines over br. along Fawcett St., and straight on out of town. As the road begins to descend, on leaving tramlines, keep straight on. At Ryhope take second turn *r.*, and after short rise bear L. (d.p.) and direct run to Easington. Crossing the green bear *r.*, and at end of Shotton village, where the road narrows, turn *r.* At top of hill to Castle Eden bear L. and a little further *r.*, and bend L. and *r.* through Sheraton. ½ m. further bear L. and in 200 yds. *r.* (d.p.), and at Billingham turn *r.* at end of village. On reaching Norton bear L. and straight forward into Stockton.

ALTERNATIVE ROUTE.

SUNDERLAND TO SOUTH SHIELDS.

Miles from So. Shields.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
5½	Stockton	...	...	
9	SUNDERLAND	26¾	26¾	Crossing Sunderland Br. turn <i>r.</i> with tramlines at end of wood paving, and follow lines over inferior setts to Roker. At tram terminus turn L. along promenade, then a good undulating run, keeping by the sea to Whitburn.
7½	Roker	1½		

SUNDERLAND TO SOUTH SHIELDS—continued.

Miles from So. Shields.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
5½	Whitburn	2	30½	Turn <i>l.</i> at inn facing road, then <i>r.</i> at church (d.p.) —(forward leads to Cleadon, 1½ m., where main road is joined)—and after a short level run, hilly road and poor surface, ending in steep descent to Marsden Inn (Marsden Rock on <i>r.</i>). In ¼ m. bear <i>l.</i> at cottages, and sharply undulating road to Harton, where turn <i>r.</i> on main road. Indifferent surface.
3½	Marsden Inn	2		
2	Harton	1½	33¾	
	South Shields	2	35½	Route given above to South Shields.

SUNDERLAND TO SOUTH SHIELDS (ALTERNATIVE ROUTE). *Reverse.*—Following main road to Harton, turn *l.* opposite church (d.p.). Turn *l.* at Whitburn Ch. and shortly after, at road-end, *r.*, then keep by the sea to Roker. From tram terminus follow lines, bearing *l.* with them, where main road is joined over br. into Sunderland.

ROUTE 369. STOCKTON TO DURHAM.

Miles from Durham.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
19	Stockton (High Street.)	...	...	Proceeding N., take first turn <i>l.</i> after passing church (Station Rd.), and keeping straight on to fork for rly. sta. bear <i>l.</i> down and under rly. viaduct. Immediately after bear <i>r.</i> , and in 200 yds. <i>l.</i> , then an easy rise, and short descent and ascent to Thorpe Thewles. Good surface, improving with distance.
15	Thorpe Thewles (Vane Arms.)	4	4	Continue straight forward, crossing an open space (d.p.), and stiff ascent for ¾ m.; then an undu- lating run, with upward tendency, to Sedgfield.
12¼	Layton	2¾		Bear <i>l.</i> through village, and at top of rise turn sharp <i>r.</i> to hotel. Good surface.
10½	Sedgfield	1¾	8½	Proceeding N., at ½ m. bear <i>l.</i> at fork, skirting the County Asylum grounds, and falling slightly.
9	↑			1 m. further, sharp fall to br. (R. Skerne), and steep rise beyond, then undulating ascent, easy at first, but growing steeper to the summit of a range of magnesium limestone hills; good surface. Then a long descent with two awkward bends near foot to rly. br., from which short rise and long fall through Coxhoe. Fair but rather rough surface.
7	Fox and Hounds P H. ↓	3½		

Route 369.

STOCKTON TO DURHAM—*continued.*

Miles from Durham.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
5	Coxhoe	2	14	Passing over level crossing and br., long rise, then undulating till after passing over a rly. br. and near some cottages, when a dangerous winding descent into Shincliffe. At end of village turn <i>r.</i> under rly. viaduct and over river; continue forward uphill and at top bear <i>r.</i> down Hallgarth St. and New Elvet; at foot turn <i>l.</i> over br. and steep rise to Durham Market Pl. Good surface to Durham, where poor setts or macadam.
3 3/4	Bowburn	1 1/4		
	↓			
	↓	1 1/4		
2	Shincliffe	1/2		
	Durham	2	19	
	(Market Place.)			

STOCKTON TO DURHAM. Reverse.—Descend to Elvet Br., turn *r.* after crossing up New Elvet, and *l.* at fork up Hallgarth St., again bearing *l.* at top. About 1/4 m. beyond rly. br., after passing Coxhoe, bear *r.* at fork (d.p.). At Hardwick Arms, in Sedgefield, turn *l.* (d.p.), and at foot of village bear *r.* at fork (d.p.). At Thorpe Thewles cross open space and keep straight on. Nearing Stockton bear *r.* at foot of long descent, and in 200 yds. turn *l.* under rly. viaduct, and forward to High St., reaching which turn *r.* down same.

ROUTE 370. STOCKTON TO DURHAM.

(Via Wolviston.)

NOTE.—This route forms a pleasant alternative in the summer time to the main road from Stockton to Durham (Route 369).

Miles from Durham.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
1	Stockton	...	...	Route 368 to Wolviston.
6	Wolviston	5	5	Leaving N.W. corner of village (d.p.) a pleasant undulating run by the outskirts of Wynyard Park to Butterwick. Good surface.
2 1/2	Wynyard Railway Sta.	3 1/2		
1	Butterwick Farm	1 1/2	10	1/4 m. beyond farm turn <i>r.</i> at fork; and undulating run for 1 3/4 m., when, after bending <i>l.</i> and <i>r.</i> , take road to <i>r.</i> at fork, with similar road for 2 1/2 m. Then, bearing <i>r.</i> at fork, steep descent into Coxhoe. Good surface.
7 3/4	Trindon Farm	3 1/4		
	↓			
5	Coxhoe	2 3/4	16	Route 369 to Durham.
	Durham	5	21	

STOCKTON TO DURHAM (VIA WOLVISTON. Reverse.—Route 369 (reverse) to Coxhoe. Continuing S., bear *l.* 1/4 m. after passing rly. sta., and *r.* 1 m. further. Thence straight forward over cross-roads, 3/4 m. beyond which bend *l.*, and in 200 yds. *r.* Bear *l.* near Butterwick, and *r.* after passing, and straight on to Wolviston. Thence Route 368 (reverse) to Stockton.

ROUTE 371.

WEST HARTLEPOOL TO DURHAM.

Miles from Durham.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
18 $\frac{3}{4}$	W. Hartlepool (All Saints' Church.)	...	...	Proceeding along Stockton Rd., bear <i>l.</i> at fork opposite police sta. and again <i>l.</i> at cemetery (d.p.). Through the hamlet of High Throston turn <i>r.</i> (d.p.), then straight forward through Hart to junction with Stockton—Sunderland Road, when bear <i>r.</i> , and directly afterwards <i>l.</i> leaving main road again. In $\frac{1}{2}$ m. bear <i>l.</i> at fork; in another $\frac{1}{2}$ m. bend <i>l.</i> and immediately turn <i>r.</i> , and in another $\frac{1}{2}$ m. turn <i>l.</i> and in 100 yds. <i>r.</i> to Hurworth Sta. Good level road with easy descent to station. Undulating run straight forward to Trimdon, and rising through village keep straight on over cross-roads, then steady descent until junction with Wolviston Rd.; shortly afterwards bear <i>r.</i> at fork and $\frac{3}{4}$ m. further join Route 370 to Durham. Fair surface.
16 $\frac{1}{2}$	High Throston.....	2 $\frac{1}{4}$		
15 $\frac{1}{4}$	Hart	1 $\frac{1}{4}$		
13 $\frac{1}{2}$	Junction with Stockton Road.....	1 $\frac{3}{4}$		
10 $\frac{1}{2}$	Hurworth Railway Sta.	3		
8	Trimdon	2 $\frac{1}{2}$		
6 $\frac{1}{2}$	Junction with Wolviston Road.....	1 $\frac{1}{2}$		
5	Coxhoe	1 $\frac{1}{2}$		
	Durham	5	18 $\frac{3}{4}$	

WEST HARTLEPOOL TO DURHAM. Reverse.—Route 370 (reverse) to 1 $\frac{1}{4}$ m. beyond Coxhoe, where keep *l.* at fork; 1 m. further again keep *l.* at fork and straight through Trimdon; $\frac{1}{2}$ m. after passing Hurworth Sta. turn *l.* and in 100 yds. *r.* (avoiding first turn *r.*). In another $\frac{1}{2}$ m. turn again *l.* and *r.*, and in $\frac{1}{2}$ m. turn *r.* $\frac{1}{2}$ m. further join Stockton Rd., and bear *r.*, and directly afterwards *l.* (d.p.), leaving main road. After passing through Hart, bear *r.* at fork (d.p.), and at High Throston keep *l.* (d.p.). Bear *r.* past cemetery (d.p.) into West Hartlepool, and *r.* into street, and along same to All Saints' Ch.

ROUTE 372. HARTLEPOOL TO DURHAM.

Miles from Durham.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
18 $\frac{1}{2}$	Hartlepool	...	...	Follow tramlines under rly. br. and at fork bear <i>r.</i> Then continue parallel with rly. embankment until road bends <i>l.</i> , and forward to Hart; steady rise, but indifferent surface.
	(Trinity Church.)			
15 $\frac{1}{4}$	Hart	3 $\frac{1}{4}$		
	Durham	15 $\frac{1}{4}$	18 $\frac{1}{2}$	Route 371 to Durham.

HARTLEPOOL TO DURHAM. Reverse.—Route 371 (reverse) to Hart, leaving which bear *l.* at fork, and in $\frac{1}{2}$ m. keep *r.* On reaching rly. embankment turn *r.* and straight forward into Hartlepool.

ROUTE 373. RUSHYFORD TO SEDGEFIELD.

<i>Miles from Sedgefield.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total</i>	
4½	RUSHYFORD	...	...	Proceed eastward by Bradbury Lane (d.p.). Almost level run, undulating here and there. At cross-roads at 1½ m. turn <i>r.</i> bearing <i>l.</i> on reaching Bradbury village and again on reaching rly. sta. Fairly good surface, somewhat loose and "rutty" in places.
2	Bradbury (Railway Station.)	2½	2½	From Bradbury Sta. the road rises continuously in easy gradients to Sedgefield, on reaching which bend <i>l.</i> into Market Place. Good surface.
	SEDGEFIELD (Market Place.)	2	4½	

RUSHYFORD TO SEDGEFIELD. Reverse.—Proceed by W. end of village (d.p.). At Bradbury bend *r.*, and $\frac{3}{4}$ m. from rly. sta. turn *l.* at fork (d.p.).

ROUTE 374. SEDGEFIELD TO MIDDLETON-ONE-ROW.

<i>Miles from Middleton.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total</i>	
11	SEDGEFIELD (Market Place.)	...	...	Leaving W. end of village take first turn <i>l.</i> (d.p.); at first level, then undulating. At 2 m. turn sharp <i>r.</i> , and in $\frac{1}{4}$ m. <i>l.</i> (d.p.), then straight over level road, and just beyond level crossing bend <i>l.</i> , and on to Great Stainton. Fair surface.
7½	Level Crossing.....	3½		
6¼	Great Stainton.....	1¼	4¾	Leaving village, sharp rough descent, then level to 2 m., when turn <i>l.</i> at cross-roads, and similar run to Sadberge. Fair surface.
3	Sadberge	3¼	8	Keep straight forward through village, with gentle fall to level rly. crossing at Fighting Cocks, ½ m. beyond which keep <i>r.</i> at fork, past Dinsdale Rly. Sta., then easy descent to Middleton-one-Row. Good surface.
1¼	Fighting Cocks ...	1¾		
½	Dinsdale Railway Sta..	½		
	MIDDLETON-ONE-ROW ...	¾	11	

SEDGEFIELD TO MIDDLETON-ONE-ROW. Reverse.—From W. end of village bear *r.* and forward past Dinsdale Rly. Sta., after which keep *l.* at fork, then *r.* at Fighting Cocks. Straight on through Sadberge, and 1¼ m. beyond turn *r.* Thence direct forward to 8½ m. when turn *r.* (d.p.), and 1¾ m. further turn *r.* and forward into Sedgefield Market Pl.

ROUTE 375. DARLINGTON TO HEXHAM.

<i>Miles from Hexham.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
43 $\frac{1}{4}$	Darlington (Market Place.)	...	...	Leaving by Bondgate and Woodlands Rd., just before reaching Cockerton bear <i>r.</i> , and <i>r.</i> again in $\frac{1}{4}$ m.; then a long gradual rise to Royal Oak Inn, where the old Roman Road is crossed.
42 $\frac{1}{4}$	Cockerton	1		Thence a descent of 1 m., gradual at first, but afterwards very steep; then level run to West Auckland. Generally good surface.
35 $\frac{1}{4}$	Royal Oak P.H. ↓	7		Turn <i>l.</i> at d.p. and over R. Gaunless and level rly. crossing near Spring Gardens, then stiff climb to Etherley, entering which turn sharp <i>l.</i> Thence after 1 m. bear <i>r.</i> at fork, and 300 yds. further <i>r.</i> again. Thence gradual descent to Witton-le-Wear. Bad surface.
33	West Auckland ...	2 $\frac{1}{4}$	10 $\frac{1}{4}$	Turn <i>l.</i> on reaching village, and bear <i>r.</i> at end up steep hill; then undulating to Fir Trees Farm, where bear <i>l.</i> (d.p.). 1 m. further cross Crook—Wolsingham Road, and long steady climb to Tow Law Police Sta., where turn <i>l.</i> (d.p.) to Tow Law. Fair surface.
32	Spring Gardens	1		
31 $\frac{1}{4}$	Etherley	$\frac{3}{4}$		
28 $\frac{1}{4}$	Witton-le-Wear ... ↑	3	15	
26	Fir Trees Farm	2 $\frac{1}{4}$		
25	Crossing Wolsingham— Crook Road	1		
23	Tow Law Police Station ..	2		
22 $\frac{1}{2}$	Tow Law	$\frac{1}{2}$	20 $\frac{3}{4}$	Turn <i>r.</i> through village, and bear <i>l.</i> at end, then direct forward and undulating road, ending in a steady descent for 1 m., and $\frac{1}{2}$ m. level into Castlesides; surface indifferent.
21	Crossing Wolsingham— Lanchester Road	1 $\frac{1}{2}$		
15 $\frac{3}{4}$	Cold Rowley	5 $\frac{1}{4}$		
15	Castlesides	$\frac{3}{4}$	28 $\frac{1}{4}$	Continuing straight through village, descent occasionally sharp, and in latter part very steep, with loose surface to Allensford, where turn <i>l.</i> over R. Derwent, then long ascent. 1 $\frac{1}{2}$ m. after crossing Shotley—Stanhope Road, turn <i>r.</i> at fork, fairly level for 1 m., then steep descent, dangerous and loose surface, to Minsteracres Park gate. From this point the road is hilly, and on approaching Riding Mill ends in a somewhat dangerous descent. Very bad surface, in places sandy and treacherous.
14	Allensford	1		
11 $\frac{1}{2}$	Crossing Shotley— Stanhope Road	2 $\frac{1}{2}$		
8	Scales Cross	1 $\frac{1}{2}$		
5	Riding Mill	3	38 $\frac{1}{4}$	Thence as detailed in Route 400 to Hexham.
	HEXHAM	5	43 $\frac{1}{4}$	

DARLINGTON TO HEXHAM. *Reverse.*—Route 400 (reverse) to Riding Mill, where turn S. from main road 100 yds. W. of rly. br. Keep *r.* at next fork, then straight forward until 1 $\frac{1}{2}$ m. after crossing Shotley—Stanhope Road, when turn sharp *r.* After crossing br. at Allensford turn sharp *l.*, and straight through Castlesides. After crossing rly. past Cold Rowley bear *r.* At end of Tow Law village, turn *l.*, and in

$\frac{1}{2}$ m. at Police Sta. *r.* (d.p.), then forward to Fir Trees Farm, where bear *r.* (d.p.) and descend to Witton-le-Wear, bearing *l.* into village. Half-way through village turn *r.* under rly., at Etherley turn *l.* (d.p.), and *r.* after passing through village. At West Auckland turn *r.* (d.p.), then straight forward to Darlington, where proceed along Woodlands Rd. and Bondgate to Market Pl.

ROUTE 376.

CASTLESIDES TO SHOTLEY BRIDGE.

<i>Miles from Shotley Br.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
3 $\frac{1}{4}$	CASTLESIDES.....	..	...	Descent, occasionally sharp, and in latter part very steep, with loose surface to Allensford, where turn sharp <i>r.</i> round cottage, close to br. over Derwent. Undulating run for 1 $\frac{1}{2}$ m., when bear <i>l.</i> , and steep descent into Shotley Bridge. Poor surface.
2 $\frac{1}{4}$	Allensford	I		
	↓			
	SHOTLEY BRIDGE	2 $\frac{1}{4}$	3 $\frac{1}{4}$	

CASTLESIDES TO SHOTLEY BRIDGE. *Reverse.*—Keep *l.* out of village, and in $\frac{1}{2}$ m. bear *r.* (d.p.), and turn sharp *l.* before reaching br. at Allensford (not crossing br.); then straight forward to Castlesides.

ROUTE 377.

DURHAM TO BARNARD CASTLE.

<i>Miles from Barn. Castle.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
25 $\frac{1}{4}$	Durham	...	...	Route 1 (reverse) to Croxdale Sta. Proceeding $\frac{1}{4}$ m. bear <i>r.</i> at fork and after a short fall and rise, a gradual ascent to Tudhoe Colliery. Level through village, then another short ascent, keeping straight on at d.p. through Tudhoe Grange to Spennymoor. Good surface.
22 $\frac{1}{4}$	Croxdale Railway Sta..	3		
20 $\frac{3}{4}$	Tudhoe Colliery ...	1 $\frac{1}{2}$		
19 $\frac{1}{4}$	Spennymoor	1 $\frac{1}{2}$	6	Easy ascent through Spennymoor, becoming steeper after passing under rly. br. Thence an undulating road with rising tendency to Auckland Park gates, and immediately afterwards the dangerous hill known as Parkhead Bank, with narrow br. at foot. Long ascent past rly. sta., then, after bearing to <i>r.</i> , a long descent to R. Gaunless. Thence a sharp rise to Newgate St., Bishop Auckland, on reaching which turn <i>l.</i> Fair surface, improving yearly.
17	Auckland Park Gates	2 $\frac{1}{4}$		
16 $\frac{3}{4}$	Parkhead Bank	⚡ ↓	1 $\frac{1}{4}$	
16 $\frac{1}{4}$	Coundon Railway Sta..	$\frac{1}{2}$		

Route 377. DURHAM TO BARNARD CASTLE—continued.

Miles from Barn. Castle.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
14 $\frac{3}{4}$	Bishop Auckland ... (Newgate Street.)	1 $\frac{1}{2}$	10 $\frac{1}{2}$	Straight on for 1 $\frac{1}{2}$ m. turning <i>r.</i> at fork (d.p.); $\frac{1}{8}$ m. further on bear <i>r.</i> for 130 yds. then <i>l.</i> (d.p.). Again straight on for $\frac{3}{4}$ m., then <i>l.</i> and <i>r.</i> into St. Helen's. $\frac{1}{4}$ m. beyond level crossing bear <i>r.</i> through West Auckland, and at W. end of village bear <i>l.</i> (d.p.). Continuous and easy ascent for 2 $\frac{1}{2}$ m. after which bear <i>l.</i> and then <i>r.</i> Thence level run to Keverstone Bank; a steep descent past Raby Park, at foot of which bear <i>r.</i> into Staindrop. Good surface.
11 $\frac{3}{4}$	St. Helen's, Auckland.	3		
11 $\frac{1}{4}$	West Auckland ...	$\frac{1}{2}$		
7 $\frac{1}{4}$	Keverstone Bank ↓	4		
6 $\frac{1}{4}$	Staindrop	1	19	Leaving village keep <i>l.</i> along main road, then steep steady rise to Streatlam Park, whence steep fall of $\frac{1}{2}$ m., and steady rise to junction with Darlington Road. Straight forward, bearing <i>l.</i> down Galgate into Barnard Castle Market Pl. Fair surface.
3 $\frac{1}{4}$	Streatlam Park	3		
	Function with Darlington Road.....	2 $\frac{1}{2}$		
3 $\frac{1}{4}$	BARNARD CASTLE..... (Market Place.)	$\frac{3}{4}$	25 $\frac{1}{4}$	

DURHAM TO BARNARD CASTLE. Reverse.—Leaving Market Pl. by Galgate, bear *r.* to d.p. At $\frac{3}{4}$ m. bear *l.* At E. end of Staindrop turn *l.* over br. and straight forward, and 1 m. beyond top of Keverstone Bank turn *l.*, and a little further *r.* Leaving St. Helen's, Auckland, turn *l.*, and immediately *r.*, and $\frac{3}{4}$ m. on turn *r.* and then *l.* After again bearing *l.*, straight on to Bishop Auckland. Proceeding down Newgate St., near to where the street becomes narrower, at Kilburn's shop turn *r.* down hill. Thence a direct road to Spennymoor, at foot of which bear to *l.*, and, after turn to *r.*, keep straight on over cross-roads to Croxdale Sta. Beyond sta. there is a dangerous descent to river br. Thence follow Route 1 to Durham.

ALTERNATIVE ROUTE VIA SOUTH CHURCH.

NOTE.—The following route, in addition to being 1 $\frac{1}{4}$ m. shorter, will be found preferable to that via Bishop Auckland for those not wishing to enter that town.

Miles from Barn. Castle.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
24	Durham	...	...	Route as above past Coundon Rly. Sta., where keep straight on up long ascent to Canney Hill. 300 yds. beyond top of hill take first road to <i>l.</i> behind cottage at fork (d.p.), downhill to South Church. At foot of hill bear <i>r.</i> over br., taking second street from <i>r.</i> hand. At church bend <i>l.</i> and after passing under rly. br. turn <i>l.</i> at cross-roads (d.p.), and forward as in main route. Good surface in intermediate portion.
15	Coundon Railway Sta..	9		
14 $\frac{3}{4}$	Canney Hill	$\frac{1}{4}$		
13 $\frac{1}{4}$	South Church or St. Andrew's, Auckland	1		
13 $\frac{1}{4}$	Function with main road BARNARD CASTLE.....	$\frac{1}{2}$ 13 $\frac{1}{4}$	24	

DURHAM TO BARNARD CASTLE (ALTERNATIVE ROUTE VIA SOUTH CHURCH). *Reverse.*—Route as in above reverse to 13½ m., where, at cross-roads, turn *r.* (d.p.) At end of South Church bear *l.* over br., and again *l.* uphill. At top of hill bear *r.* behind cottage, then forward as in main route (reverse) past Coundon Sta., etc.

ROUTE 378.

DURHAM TO STANHOPE AND ALSTON.

Miles from Alston.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
41½	Durham (Market Place.)	...	...	Leaving Market Pl. by Silver St. (steep descent) cross Framwellgate Br., and up North Rd. until just past rly. viaduct, when turn <i>l.</i> up steep winding ascent, easier towards "Neville's Cross." Sharp descent to stone br., and rise under rly. br. to Brandon; then level run to Brancepeth. Turn <i>l.</i> in village and then <i>r.</i> , with sharp fall to br. (where a very fine view of the castle is obtained) and similar rise on opposite side. Thence undulating road to Willington. Good surface.
40½	↑			
38	↑			
36¾	"Neville's Cross" Brandon Colliery..... Brancepeth	1 2½ 1¼		
36¼	↓			
34½	↑			
34½	Willington	2¼	7	Proceed straight forward through Willington, and on leaving, steep descent for ¼ m. followed by long heavy climb; then bear <i>r.</i> (<i>l.</i> to Bishop Auckland) down long steep hill into Crook. Bear <i>l.</i> through main street and straight forward over level crossing. Steady rise for 1 m., then steep descent, keeping <i>r.</i> at fork (d.p. "to Witton-le-Wear"), then fairly level run into Wolsingham. Indifferent surface.
32½	↑			
31½	Crook.....	3		Continuing forward through town, level run to Frosterley, where keep <i>r.</i> , up stiff climb for ½ m., then easily undulating run through pretty scenery to Stanhope. Surface good.
26½	Wolsingham	5	15	
23½	Frosterley	3		
20½	↑			
20½	Stanhope	3	21	Proceed straight forward along main road, with stiff ascent out of town, then fairly level to short descent through Eastgate, then gradual rise to Westgate. Level run till crossing R. Wear, then, after gently ascending to St. John's Chapel, undulating to Wearhead. Fair surface, but deteriorating towards Wearhead.
17½	↑			
14½	Eastgate	3		
13½	Westgate	3		
12¾	Daddy Shield.....	1		
10¾	St. John's Chapel	¾		
10¾	Wearhead	2	30¾	Steep rise to Cowshill Inn, where bear <i>l.</i> Undulating run for 1 m., then steep ascent after crossing stream. The road continues to rise for 1½ m., after which is another 1½ m., very steep, loose, and rough, to the top of Killhope Moor.
10	↑			
8¾	Cowshill P.H.	¾		
8¾	↑			

Route 378. DURHAM TO STANHOPE AND ALSTON

—continued.

<i>Miles from Alston.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
5 $\frac{3}{4}$	County Boundary	4 $\frac{1}{4}$		A wire fence at the summit marks the boundary of Durham and Cumberland. The descent is by a series of steep dangerous hills, especially so on nearing Nenthead, out of which there is a stiff climb, and, shortly after, a steep descent to br. over R. Nent. Thence undulating run to Nenthall, where turn $\angle$ and re-cross river. Steep ascent from br.; at top bear $\angle$ at fork, and after a slightly undulating run to within 1 m. of Alston, descent begins, at first gradual, but becoming very steep, over rough pavement into the town. The surface is almost wholly bad, except on nearing Alston; generally very loose and rough.
4 $\frac{1}{2}$	Nenthead	1 $\frac{1}{4}$ $\frac{3}{4}$		
3	Nentsbury	$\frac{5}{8}$ $\frac{1}{2}$		
2 $\frac{1}{2}$	Nenthall	1 $\frac{3}{4}$		
	ALSTON	$\frac{3}{4}$	41 $\frac{1}{2}$	
	(Market Place.)			

DURHAM TO STANHOPE AND ALSTON. *Reverse.*—From Market Pl. strike E. uphill and at Police Sta. bear $\angle$. Turn r . on crossing br. at Nenthall, and straight forward to Cowshill Inn, where turn r ., then a direct forward road to d.p. at 3 $\frac{3}{4}$ m. past Wolsingham where bear $\angle$. (r . to Witton-le-Wear). Leaving Crook turn $\angle$ at top of hill, and forward to Brancepeth, where turn r . after crossing br.; on reaching village after passing Castle-gates keep r . Thence direct forward to Durham, entering by Framwellgate Br. and Silver St. to Market Pl.

ROUTE 379. WOLSINGHAM TO GATESHEAD.

<i>Miles from Gateshead.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
22 $\frac{3}{4}$	WOLSINGHAM	...	...	Taking road to N. of Market Pl. keep $\angle$ at next fork (r . to Durham). Steady rise for nearly $\frac{1}{2}$ m. when road turns r . down steep dangerous hill, then steep rise to level rly. crossing at High Souk Sta. Keep straight on at Four Road Ends, then a gradual fall through Satley to the br. over R. Browney, which is crossed at a sharp angle. Bear r . at five road-ends after crossing, and $\angle$ at next fork, with a heavy climb to Coldpike Hall, then a gradual descent ending in steep dangerous drop into Lanchester. Indifferent surface.
22 $\frac{1}{4}$	(Market Place.)			
		$\frac{1}{2}$		
19 $\frac{5}{8}$	High Souk Rly. Sta.	2 $\frac{1}{2}$		
17 $\frac{1}{2}$	Satley	2 $\frac{1}{4}$		
16	Browney Bridge	1 $\frac{1}{2}$		
15	Coldpike Hall	1		

Route 379. WOLSINGHAM TO GATESHEAD—continued.

Miles from Gateshead.	Places on the Road.	Mileage.		General description of the Road
		Inter-mediate.	Total.	
13½	Lanchester	1½	9½	Turn <i>l.</i> in village and leave by N.W. end, and just outside bear <i>r.</i> at fork, then rise over cross-roads for 1½ m., gradually at first but afterwards steeper. Approaching Annfield Plain keep <i>l.</i> at fork, then <i>r.</i> over level crossing into village, then an undulating run forward to Burnopfield and dangerous descent into village with level crossing at foot. Very inferior surface.
10½	Annfield-Plain	3		
	↓			
6¾	Burnopfield	3¾	16	At fork bear <i>r.</i> (<i>l.</i> to Whickham), then a long rise and hilly run, requiring constant care, to Bensham. Long rise up Bensham Hill, then steep descent through Gateshead. At Industrial Board Schools keep <i>l.</i> , and about ¼ m. further turn sharp <i>l.</i> to High Level End. Poor surface.
	↓			
1	Bensham	5¾		
	↓			
	Gateshead (High Level Bridge.)	1	22¾	

WOLSINGHAM TO GATESHEAD. Reverse.—From High Level Br. end turn *r.* along Mulgrave Terrace, then follow tramlines along Askew Rd. to Redheugh Rd., when leave lines and turn *l.*, and shortly after to *r.* at Industrial Board Schools. At Bensham keep *l.* at fork (church in fork), and at rise, after crossing small stream, bear *l.*, and forward to Burnopfield. Bear *l.* on reaching village, and after leaving Annfield Plain keep *r.* at fork, to Lanchester. Turn *r.* in village, under rly.; then keep *r.* uphill, and direct road forward into Wolsingham.

ROUTE 380.

WEARHEAD TO HAYDON BRIDGE.

Miles from Haydon Br.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
9	WEARHEAD	...	...	Leaving by Alston Rd., level at first, then gradual rise to Cowshill, where leave Alston Rd., and bear <i>r.</i> at fork. Very steep ascent, but after ½ m. easier to county boundary, then a splendid run down to Allenheads. Good surface and scenery.
8¼	Cowshill	¾		
7¼	↑			
	⚡			
6¼	Boundary Stone	2		
4¼	Allenheads	1½	4½	Direct forward road, almost continually descending, with two or three short rises to Allendale Town. Surface good.
2	Spartylea	2¾		
8½	Stundon	3½		

Route 380. WEARHEAD TO HAYDON BRIDGE—continued.

Miles from Haydon Br.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
7	Allendale Town ...	1½	12	Continuing straight on through town, steady descent past Dean House (where the road bends sharp /.) to Catton. Steady rise to cross-roads, where keep straight forward, and up steep hill keeping /. near top to Stublick old tollgate. Then easy descent till after passing under rly., when road from Alston is joined. Indifferent surface. Turn r. and follow Route 353 to Haydon Bridge.
6¾	Dean House	1		
5½	Catton	1½		
3½	Stublick...J.....	2		
2¾	Function with Alston Rd.	¾		
	HAYDON BRIDGE	2¾	19	

WEARHEAD TO HAYDON BRIDGE. *Reverse.*—Route 353 (reverse) to 2¾ m., where turn /. under rly. br., and ½ m. beyond Catton bear /. at fork, then a direct road to Wearhead.

ROUTE 381. ALSTON TO ALLENDALE TOWN.

Miles from Allendale To.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
15¾	ALSTON	...	...	From rly. sta. proceed up main street, and at top of first bank turn /. (d.p.) through Market Pl. Turn /. at Police Sta. (d.p.), then a steady rise, becoming very steep in latter part to Nenthead. Good surface.
	↑ (Railway Station.)			
13	Nentball	2¾		
	(Inn.)			
12½	↑ Nentsbury	½		Continue up Stanhope Rd. to d.p. at ½ m., when turn /., and rough road, with one or two steep descents, to Coalcleugh, said to be the highest village in the country.
	↑ (Inn.)			
11	Nenthead	1½	4¾	
10	↑			
8¾	Coalcleugh	2½	7	Improving and falling road past Carrshield, after leaving which bear r. at fork, uphill, then a smartly undulating run, with good surface, over the fells, to a series of dangerous descents to five road-ends at Thornleygate, where turn r. (d.p.), and crossing R. Allen, steep rise into Allendale Town.
7¼	Carrshield	1½		
	↑			
	↓			
	↑			
½	Thornleygate	6¾		
	↑			
	↑			
	ALLENDALE TOWN	½	15¾	
	(King's Head.)			

ALSTON TO ALLENDALE TOWN. *Reverse.*—Keeping *r.* from King's Head, cross R. Allen, and at Thornleygate turn *l.* (d.p.) and straight on to junction with Stanhope—Alston Road $1\frac{1}{4}$ m. past Coalcleugh, when turn *r.* Entering Alston turn *r.* at Police Sta., and on meeting Penrith Road turn *r.* (d.p.) to rly. sta.

ROUTE 382. ALSTON TO ALLENHEADS.

Miles from Allenheads.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
II $\frac{3}{4}$ 4 $\frac{1}{4}$	ALSTON	...	...	Route 381 to Coalcleugh, where turn <i>r.</i> by a very rough and very hilly road, marked by posts, and consequently unmistakable, over the foot of Kilhope Law. On reaching Allendale Town Road turn <i>r.</i> for $\frac{3}{4}$ m. to Allenheads.
	Coalcleugh	7		
	↑			
	ALLENHEADS	4 $\frac{3}{4}$	II $\frac{3}{4}$	

ALSTON TO ALLENHEADS *Reverse.*—Follow Allendale Town Road for $\frac{3}{4}$ m., then turn *l.* over R. Allen to gate. Thence the road is marked by posts to Coalcleugh, where turn *l.* and follow Route 381 (*reverse*) to Alston.

ROUTE 383. DURHAM TO HEXHAM.

Miles from Hexham.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
29 $\frac{1}{2}$	Durham	...	...	Follow North Road (Route 1), and at Garden House Hotel ($\frac{1}{8}$ m.) turn to <i>l.</i> (d.p.). After $\frac{1}{4}$ m. bear <i>r.</i> , and after again bearing <i>r.</i> take road to <i>l.</i> at fork (d.p.). Thence an undulating road through a pleasant valley, with a sharp descent into Witton Gilbert, and thence again undulating, with upward tendency, to Lanchester. Good surface.
	↑			
25 $\frac{3}{4}$	Witton Gilbert.....	3 $\frac{3}{4}$		
	↑			
21 $\frac{1}{2}$	Lanchester	4 $\frac{1}{2}$	8	Leave village by W. end, and in $\frac{1}{4}$ m. keep <i>l.</i> at fork (d.p.); gradually rising road with good surface. $1\frac{1}{2}$ m. further keep <i>l.</i> at fork, and in another m. turn <i>r.</i> at three road-ends, up short steep hill; $\frac{1}{4}$ m. further turn <i>l.</i> (without entering Iveston) along Roman Road (to Ebchester). Continue straight on past end of Leadgate (road to <i>l.</i> here leads to Shotley Bridge, but is down a long and exceedingly steep hill, and the route given is preferable) over undulating road. $1\frac{1}{4}$ m.
	↑			
18 $\frac{1}{2}$	Iveston	3		
17 $\frac{1}{2}$	Leadgate	1		

Route 383.

DURHAM TO HEXHAM—*continued.*

<i>Miles from Hexham.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
15 $\frac{3}{4}$	Cross-roads	1 $\frac{3}{4}$		beyond Leadgate turn <i>l.</i> at cross-roads (d.p.), then a gradual descent over level crossing at Shotley Bridge Rly. Sta. Thence a steep descent, keeping <i>r.</i> $\frac{1}{2}$ m. past rly. sta., to Shotley Bridge. Good surface.
15 $\frac{1}{4}$	Shotley Bridge Rly. Sta. ↓	$\frac{1}{2}$		
14 $\frac{1}{4}$	Shotley Bridge.....	1	15 $\frac{1}{4}$	Turn <i>r.</i> and follow Route 396 (reverse) to Ebchester.
12 $\frac{1}{2}$	Ebchester	1 $\frac{3}{4}$	17	Take road to N.W. from village and cross R. Derwent; easy run to $\frac{3}{4}$ m., where bear <i>r.</i> at fork, and directly afterwards <i>l.</i> , then easily undulating run to Broomley. Turn <i>l.</i> through village, and in 1 $\frac{1}{2}$ m. at junction turn <i>r.</i> $\frac{1}{4}$ m. further join road from Newcastle and turn <i>l.</i> to Riding Mill. Bad surface.
10 $\frac{1}{4}$	Whittonstall.. ..	2 $\frac{1}{4}$		
7	Broomley	3 $\frac{1}{4}$		
5	Riding Mill	2	24 $\frac{1}{2}$	
	(Inn.)			
	HEXHAM	5	29 $\frac{1}{2}$	Thence Route 400 to Hexham.

DURHAM TO HEXHAM. *Reverse.*—Route 400 (reverse) to Riding Mill, where turn *r.* before reaching rly. br., and in little over $\frac{1}{4}$ m. turn *l.* At Broomley turn *r.*, and forward to Ebchester, where turn *r.* to Shotley Bridge. Leave by road to rly. sta., uphill, and $\frac{1}{2}$ m. beyond turn *r.* at cross-roads (d.p.), then straight on past Leadgate to Iveston. Do not enter village, but turn sharp *r.* down short steep hill, and $\frac{1}{4}$ m. further turn *l.*, gradually falling to Lanchester. 2 m. beyond Witton Gilbert bear *r.* (d.p.), and afterwards, bearing *l.* and *r.*, descend into Durham.

ALTERNATIVE ROUTE.**LANCHESTER TO SHOTLEY BRIDGE.**

<i>Miles from Hexham.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
30 $\frac{1}{4}$	Durham	...	...	Route as above to Lanchester.
22 $\frac{1}{4}$	Lanchester	8	8	Keeping straight on to W. end of village, turn sharp to <i>r.</i> , and $\frac{1}{4}$ m. further on crossing stream keep <i>l.</i> at fork (d.p.) Slight rise to Low Woodside, then steeper. 200 yds. up Woodside Bank turn sharp to <i>l.</i> along Stockerley Lane for $\frac{3}{4}$ m., then to <i>r.</i> passing at cross-roads Little Green Croft on <i>r.</i> and Knitsley Sta. $\frac{1}{4}$ m. on <i>l.</i> Slight ascent to Consett, turning to <i>l.</i> down Front St., to <i>r.</i> along Middle St., bearing again to <i>r.</i>
20	Low Woodside.....	2 $\frac{1}{4}$		
18 $\frac{1}{2}$	Little Greencroft.....	1 $\frac{1}{2}$		
16 $\frac{3}{4}$	Consett.....	1 $\frac{3}{4}$		
15 $\frac{3}{4}$	Blackhill	1		

LANCHESTER TO SHOTLEY BRIDGE—*continued.*

Miles from Hexham.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
		↕		passing church on <i>L.</i> downhill into Blackhill. Crossing rly. br. turn sharp to <i>r.</i> , and at bottom of street <i>L.</i> , whence a sharp descent all the way to Shotley. Indifferent surface.
14½	Shotley Bridge.....	1½	16	Thence as above to Hexham.
	HEXHAM	14½	30½	

DURHAM TO HEXHAM (ALTERNATIVE ROUTE). *Reverse.*—Route as above to Shotley-bridge, where descend towards br. and turn *L.*, and in Blackhill, 200 yds. below rly. br., turn sharp to *r.* and then first to *L.* over another rly. br., still uphill to Conssett. Passing church on *r.* along Middle St. turn sharp to *L.* up Front St., and then *r.* along Delves Lane. Thence straight on; $\frac{3}{4}$ m. beyond cross-roads at Little Greencroft turn sharp *L.*, and then first to *r.*, afterwards bearing *r.* and *L.* into Lanchester. Thence as in main route to Durham.

NOTE.—Alternative Routes from Shotley Bridge may be secured by crossing br. (R. Derwent) and following Route 396 to cross-roads at 2½ m., where turn *r.* and follow Route 375 to Hexham, total distance 29½ m.; or by following Route 397 (via Blanchland), total distance 35½ m.

ROUTE 384. DURHAM TO SUNDERLAND.

Miles from Sunderland	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
12½	Durham	...	...	Leave Market Pl. by Gilesgate, rather steep ascent, partly over stone setts for about $\frac{1}{4}$ m., then level to Carrville; where road forks keep to <i>L.</i> (<i>r.</i> to Pittington), d.p. Undulating road, with good surface, over level crossing between West and Middle Rainton, to East Rainton; then steep descent, with level crossing at foot, and level run to Houghton.
	(Market Place.)			
	↑			
10½	Carrville	2¼		
8½	West Rainton	2		
7½	Middle Rainton ...	½		
7¼	East Rainton	½		
6¾	Level Crossing.....	½		
6	Houghton-le-Spring	¾	6½	Keep <i>r.</i> at fork at White Lion Hotel, up long ascent, very steep at the top; thence hilly road, but good surface. Sharp fall into East Herrington, and long rise out of village; about $\frac{1}{4}$ m. level, then long gradual descent to old toll bar; short stiff ascent, and, after short level stretch, long steep descent down Humbledon Hill. Slightly undulating road over level rly. crossing; after passing it keep <i>r.</i> Where road forks, after crossing br. over rly. tramlines commence, with a short piece of stone pavement. Follow them
	↑			
3½	East Herrington	2½		
	↕			
1½	Humbledon Hill	2½		
	↓			

Route 384. **DURHAM TO SUNDERLAND**—*continued.*

<i>Miles from Sunderland</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
	SUNDERLAND (Town Hall.)	1 $\frac{1}{4}$	12 $\frac{1}{2}$	down Borough Rd. until another line crosses, when turn <i>l.</i> along Fawcett St. to Town Hall. Borough Rd. and Fawcett St. are paved with wood.

DURHAM TO SUNDERLAND. *Reverse.*—Leaving Town Hall on *r.*, proceed along Fawcett St., and follow tram lines as they turn *r.* along Borough Rd. At end of tram lines keep *r.* when road forks. After passing Infirmary on *l.* road turns *l.*, then over level crossing and up Humbledon Hill, thence unmistakable road to Durham.

ROUTE 385.**DURHAM TO SEAHAM HARBOUR.**

<i>Miles from Seaham Har.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
12	Durham	...	...	Route 384 to level crossing $\frac{1}{2}$ m. past East Rainton, and in $\frac{1}{4}$ m. further turn <i>r.</i> and long gradual rise past cross-roads at $\frac{1}{2}$ m. and over level crossing, after which the gradient becomes heavier for $\frac{1}{2}$ m. Afterwards an undulating run, with falling tendency for 1 $\frac{1}{2}$ m., when road turns sharp <i>r.</i> down short steep hill, then <i>l.</i> past a farmhouse and through a small stream. Slight descent over level rly. crossing at Seaton Sta. and $\frac{3}{4}$ m. further turn <i>r.</i> down short hill and then <i>l.</i> , and undulating run to Seaham Colliery Sta. (level crossing). Keep <i>r.</i> at sta., and <i>r.</i> again at fork in $\frac{1}{4}$ m. and straight forward into the centre of Seaham Harbour. Indifferent surface.
6 $\frac{3}{4}$	East Rainton	5 $\frac{1}{4}$		
6 $\frac{1}{4}$	Level Crossing.....	$\frac{1}{2}$		
5 $\frac{1}{4}$	Level Crossing.....	1		
4 $\frac{1}{4}$	Warden Law	1		
	↓	1		
2 $\frac{1}{4}$	Seaton Railway Sta. ... (Level Crossing.)	1		
$\frac{1}{2}$	Seaham Colliery Rail- way Station	1 $\frac{3}{4}$		
	SEAHAM HARBOUR	$\frac{1}{2}$	12	

DURHAM TO SEAHAM HARBOUR. *Reverse.*—Leave by North Railway St. (running alongside rly.) and over level crossing at Seaham Rly. Sta. In $\frac{3}{4}$ m. turn *r.*, then $\frac{1}{4}$ m. further turn *l.* opposite Seaham Park gates. 1 $\frac{1}{2}$ m. further, after crossing small stream turn *r.* up short steep hill, then *l.*, and long descent after Warden Law. 1 $\frac{3}{4}$ m. further turn *l.*, joining Sunderland Rd., whence follow Route 384 (reverse) to Durham.

ROUTE 386.

DURHAM TO FINCHALE ABBEY.

Miles from Finchale Ab.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
4½	Durham	...	...	Route 1 to 1½ m. where at d.p. at cross-roads just before entering Framwellgate-moor turn <i>r.</i> Undulating run, bearing <i>l.</i> in ½ m. past Newton Colliery over level crossing to d.p. at three road-ends, where turn <i>r.</i> , and long fall and rise past Newton Grange Farm to d.p., where turn <i>l.</i> along a narrow lane, bending <i>r.</i> and <i>l.</i> with steep descent to Abbey. (For particulars of same see Route 389). Fair surface, except last portion, which is very bad, although generally better at sides.
3	D.P. on North Road	1½		
2½	Newton Colliery	½		
1	D.P. ↓	1½		
	FINCHALE ABBEY	1	4½	

DURHAM TO FINCHALE ABBEY. Reverse.—Follow lane uphill from Abbey to d.p. at 1 m., when turn *r.* After passing under rly. br. and up steep ascent turn *l.*, and shortly after *r.*, and at next cross-roads turn *l.* and forward to junction with North Road, where, bearing *l.*, follow Route 1 (reverse) to Durham.

ROUTE 387. DURHAM TO SOUTH SHIELDS.

Miles from So. Shields.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
20¼	Durham	...	...	Route 1 to Chester-le-Street, where turn <i>r.</i> after crossing br. over Cong Burn, undulating for ¾ m. (at cross-roads <i>r.</i> to Sunderland), then a sharp rise past Lambton Park (usually heavy road except in very dry weather). Thence a steady and almost continuous rise past Vigo and Portobello, keeping <i>r.</i> at fork 1 m. past the latter place, then straight on into Springwell. Fair surface, but sometimes rather "rutty."
14	Chester-le-Street ... ↑	6¼		
12½	Picktree	1½		
11¼	Vigo	¾		
11	Portobello	¾		
8½	Springwell	2½	11¾	Passing over level crossing, easy fall and rise to Springwell Inn, opposite which turn <i>r.</i> Sharp fall and rise, down long descent, occasionally steep, over level crossing, and afterwards fairly level to White Mere Pool. Fair surface.
8	Springwell Inn	½		
	↓			
7	Level Crossing	1		
6	White Mere Pool	1	14¾	
	South Shields	6	20¼	Cross rly. br. and turn <i>l.</i> (<i>r.</i> to Sunderland) following Route 394 to South Shields.

DURHAM TO SOUTH SHIELDS. Reverse.—Route 394 (reverse) to White Mere Pool, where bear *l.* after crossing rly. br. At Springwell Inn turn *l.*, and after passing Springwell

keep *r.* and then straight forward to Chester-le-Street. On reaching North Road turn *l.* over br., and forward by Route 1 (reverse) to Durham.

ROUTE 388.

SUNDERLAND TO SEAHAM HARBOUR.

Miles from Seaham Har.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
6	SUNDERLAND	...	...	Route 368 (reverse) to Ryhope, in which keep <i>l.</i> of village green, passing under rly., and in $\frac{1}{2}$ m. under Londonderry Rly. Keep <i>r.</i> after passing under br. with undulating run to Seaham Hall. Here turn sharp <i>l.</i> (d.p.) by park wall, then sharp <i>r.</i> , still following wall, moderate descent at first then steep. Turn <i>l.</i> at foot crossing stream and up similar rise, and turn <i>l.</i> and level run into Seaham Harbour. Fair surface.
3	Ryhope	3		
$1\frac{1}{2}$	Seaham Hall	$1\frac{1}{2}$		
		$\frac{1}{4}$		
1	SEAHAM HARBOUR	$1\frac{1}{4}$	6	

SUNDERLAND TO SEAHAM HARBOUR. Reverse.—Forward by Sunderland Road for 1 m., when road bends *r.* down sharp descent; bear *l.* after crossing stream, and *l.* at top of hill; soon after turn *r.* at d.p. near park gates. Keep *r.* entering Ryhope, then forward by Route 368 to Sunderland.

ROUTE 389.

SUNDERLAND TO FINCHALE ABBEY.

Miles from Finchale Ab.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
$15\frac{1}{4}$	SUNDERLAND	...	...	Route 390 to Wapping, and after passing church turn <i>l.</i> at d.p., and a little further bear <i>r.</i> over level crossing. Slightly undulating run to another level crossing in $1\frac{3}{4}$ m. At Leamside turn <i>r.</i> (d.p.), and in $\frac{1}{2}$ m. reach a third level crossing. $\frac{3}{4}$ m. beyond, dangerous descent begins to Cocken Bridge, then stiff rise after crossing R. Wear, with bad surface. At top of hill turn <i>l.</i> (d.p.) and after gradual rise of $\frac{1}{2}$ m. turn <i>l.</i> (d.p.), again in $\frac{1}{2}$ m. turn <i>l.</i> (d.p.). Surface so far has been generally fair, but for 1 m. from last turn is bad, down a sharp descent to the Abbey. (Situated in the midst of lovely scenery, Finchale possesses all the attractions of a delightful situation and a historic past. It
$8\frac{3}{4}$	Wapping	$6\frac{1}{2}$		
	(Burnmoor.)			
$5\frac{1}{2}$	Leamside	$3\frac{1}{4}$		
$3\frac{1}{4}$	Cocken Bridge.....	$2\frac{1}{4}$		

Route 389. **SUNDERLAND TO FINCHALE ABBEY**

—continued.

Miles from Finchale Ab.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
	 FINCHALE ABBEY	3 $\frac{1}{4}$	15 $\frac{1}{4}$	is traditionally identified with Winchala, where King Ethelwald died in 765, but its real history dates from the 12th century, when it became the home of St. Godric, who lived here in hermitage for sixty years. The existing church was begun about the beginning of the 13th century.)

SUNDERLAND TO FINCHALE ABBEY. *Reverse.*—1 m. from Abbey turn *r.* (d.p.), in $\frac{1}{2}$ m. again *r.* (d.p.), and in another m. *r.* once more (d.p.). At first houses in Leamside turn *L.* (d.p.), and on reaching Wapping turn *r.* (d.p.), and Route 390 (reverse) to Sunderland.

ROUTE 390. SUNDERLAND TO CHESTER-LE-STREET.

Miles from Chester-le-St.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
9 $\frac{1}{4}$	SUNDERLAND (Town Hall.)	...	...	Proceeding along Fawcett St. (with Town Hall on <i>r.</i>) turn <i>r.</i> at tramway crossing along Borough Rd. to tram terminus. Keep <i>r.</i> at drinking fountain, and after passing small park on each side and Infirmary on <i>L.</i> turn <i>r.</i> along Western Hill, a short paved street, at end of which turn <i>L.</i> , then gradual rise to Grindon Hall, where turn <i>L.</i> and a few yds. further <i>r.</i> Then undulating run, passing Pensher Monument (erected to first Earl of Durham), to Shiney Row. Fair surface.
6 $\frac{3}{4}$	Grindon Hall	2 $\frac{1}{2}$		
3 $\frac{1}{2}$ 2 $\frac{3}{4}$	Shiney Row Wapping (Or Burnmoor.)	3 $\frac{1}{4}$ $\frac{3}{4}$	5 $\frac{3}{4}$	
2	Houghtongate	$\frac{3}{4}$		Passing over level crossing, between Shiney Row and Wapping, level run to Houghtongate, where turn <i>r.</i> (d.p.), and $\frac{1}{2}$ m. further, after passing Lumley Park gates, there is a dangerous descent to Chester Br. (over R. Wear), which is narrow and stands at a right angle to the hill. $\frac{1}{2}$ m. from the br. turn <i>L.</i> (d.p.), and undulating run to Chester-le-Street. Surface fair.
1	Chester Bridge CHESTER-LE-STREET ...	1 1	9 $\frac{1}{4}$	

SUNDERLAND TO CHESTER-LE-STREET. *Reverse.*—Turn *r.* (d.p.) after crossing br. over Cong Burn at foot of Chester-le-Street, and in $\frac{1}{2}$ m. turn again *r.* (at cross-roads)

and over Chester Br. At Houghtongate turn *l.* and forward to Grindon Hall, where turn *l.*, and shortly after *r.* to Sunderland. Immediately after passing under iron rly. br. turn *r.* along Western Hill, and at end cross one road and turn *l.* along second, passing the Infirmary, and forward down Borough Road to where tramlines cross, when *l.* along Fawcett St. to Town Hall.

ROUTE 391. HOUGHTON - LE - SPRING TO CHESTER - LE - STREET.

Miles from Chester-le-St.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
5	HOUGHTON-LE-SPRING...	...	...	Take the road to Fence Houses (d.p.); almost opposite church, and after 1 m., turn <i>r.</i> and continue straight through Dulmires over level crossing at Fence Houses Sta. $\frac{1}{4}$ m. further is another level rly. crossing, shortly after which road on <i>l.</i> leads to Leamside and Finchale Abbey. $\frac{1}{4}$ m. past crossing keep <i>l.</i> when road forks (<i>r.</i> to Sunderland). Keep straight on at four road-ends at Houghtongate, and thence by Route 390 to Chester-le-Street.
3 $\frac{3}{4}$	High Dulmires	1 $\frac{1}{4}$		
3 $\frac{1}{2}$	Fence Houses Rly. Sta.	$\frac{1}{4}$		
2	Houghtongate	1 $\frac{1}{2}$		
	CHESTER-LE-STREET ...	2	5	

HOUGHTON-LE-SPRING TO CHESTER-LE-STREET. *Reverse.*—Route 390 (reverse) to Houghtongate, where keep straight on at cross-roads; 1 m. further keep *l.* at fork, then over level crossing, and another $\frac{1}{4}$ m. further at Fencehouses Sta. $\frac{1}{4}$ m. beyond Dulmires turn sharp *l.* and direct forward to Houghton-le-Spring.

ROUTE 392. SUNDERLAND TO WASHINGTON.

Miles from Washington.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
8 $\frac{1}{4}$	SUNDERLAND	...	...	Route 390 to 4 $\frac{1}{2}$ m. when turn <i>r.</i> into Old Pensher. Passing through village turn round <i>l.</i> , and steady descent to New Pensher. At Bird-in-hand Inn turn <i>l.</i> , and almost immediately <i>r.</i> over level crossing at Pensher Rly. Sta., and a steady fall to br. over R. Wear, crossing which sharp rise with Fatfield on <i>l.</i> Turn sharp <i>r.</i> and easy run to Washington. Good surface, but deteriorating in latter portion.
3 $\frac{1}{2}$	Old Pensher.....	4 $\frac{3}{4}$		
3	New Pensher	$\frac{1}{2}$		
2 $\frac{3}{4}$	Pensher Railway Sta.	$\frac{1}{4}$		
1 $\frac{5}{8}$	Fatfield	1		
	WASHINGTON.....	1 $\frac{3}{4}$	8 $\frac{1}{4}$	

SUNDERLAND TO WASHINGTON. *Reverse.*—Proceeding S. from village, at $\frac{1}{4}$ m. bear *l.* and almost immediately *r.* At Fatfield turn *l.* over br., and after passing Pensher Sta. turn *l.*, and *r.* at Bird-in-Hand Inn. Turn *r.* through Old Pensher, and *l.* on meeting Chester-le-Street Road (in $\frac{1}{4}$ m.), whence Route 390 (reverse) to Sunderland.

ROUTE 393. NEWCASTLE - ON - TYNE TO SUNDERLAND.

Miles from Sunderland	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
12	NEWCASTLE	...	...	Route 394 to White Mere Pool, where, after crossing rly. br., keep <i>r.</i> along level road, and, after passing over level crossing, short sharp fall and rise into West Boldon. At top of hill turn <i>l.</i> , then bear <i>r.</i> past church, and an easy undulating run, ending in long descent to Sunderland (tramlines begin at Wheat Sheaf Inn). Keep straight on over br. over R. Wear, along Bridge St. and Fawcett St., to Town Hall. Good surface to Sunderland, which is wood-paved, except in one or two places.
7 $\frac{1}{4}$	White Mere Pool	4 $\frac{3}{4}$		
4 $\frac{1}{2}$	↑ West Boldon	2 $\frac{1}{2}$		
4	East Boldon	$\frac{3}{4}$		
1 $\frac{1}{4}$	Fulwell Mill	2 $\frac{1}{4}$		
	↓			
$\frac{3}{4}$	Wheat Sheaf Inn.....	1		
	SUNDERLAND	$\frac{3}{4}$	12	
	(Town Hall.)			

NEWCASTLE TO SUNDERLAND. *Reverse.*—Leaving Town Hall on *l.*, follow tramlines forward along Fawcett St. and Bridge St., over br., and where lines go *l.* and *r.* keep straight on. $\frac{1}{4}$ m. past Fulwell Mill bear *l.* at fork (d.p.), and at West Boldon bear *l.* round church, then *r.* downhill. Forward to White Mere Pool, where cross rly. br. and follow Route 394 (reverse) to Newcastle.

ROUTE 394. NEWCASTLE - ON - TYNE TO SOUTH SHIELDS.

Miles from So. Shields.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
10 $\frac{3}{4}$	NEWCASTLE	...	...	Leaving Central Sta. on <i>r.</i> , bear <i>r.</i> after passing Stephenson Monument. Road bends <i>l.</i> and at end turn <i>r.</i> over High Level Br. ($\frac{1}{2}$ d. toll) to Gateshead. At tramway crossing in 100 yds. turn <i>l.</i> with lines, and bear <i>r.</i> with same up High St. Steep at first, afterwards easier, and fair paving. Where tramlines fork turn <i>l.</i>
	(Central Station.)			
10 $\frac{1}{4}$	Gateshead	$\frac{1}{2}$		
	↑			

Route 394. NEWCASTLE-ON-TYNE TO SOUTH SHIELDS—continued.

Miles from So. Shields.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
				with branches along Sunderland Rd., and long easy slopes to Felling. Fair paving at first, afterwards continued between rails with bad macadam at sides.
8 $\frac{1}{4}$	Felling	2	2 $\frac{1}{2}$	Similar surface, smartly undulating past Heworth, where keep straight forward (d.p.) over two level crossings to White Mere Pool.
7 $\frac{1}{2}$	Heworth	$\frac{3}{4}$		
6	White Mere Pool	1 $\frac{1}{2}$	4 $\frac{3}{4}$	Rising over br. turn $\angle$. (forward to Sunderland), then a splendid run down, ending rather steeply, to Primrose. Stiff ascent, then undulating till after crossing rly. br., whence a steep, winding, short descent, at foot of which bear r . under rly. arches to Tyne Dock. Good surface.
4	↑ Primrose	2		From tram terminus follow lines round to $\angle$. (fair paving), then turn r . uphill past Tyne Dock Hotel to church. Bear r . opposite church, and under rly. br. to $\angle$. up short steep ascent, then rise and fall to level crossing, and rise to large lamp. (Here, if going to Sunderland, keep straight on up Meldon Ter. to large lamp in 300 yds., where join Route 368.) Bear $\angle$, keeping Chichester Arms on $\angle$, down Chichester Rd., and turn under second rly. br. on $\angle$. and straight on with steep descent to tramlines in King St., when turn $\angle$. with same to Market Pl. Poor macadam surface to King St., which is wood-paved.
2 $\frac{1}{4}$ 2	↓ Tyne Dock..... ↑	1 $\frac{3}{4}$	8 $\frac{1}{2}$	
	South Shields (Market Place.)	2 $\frac{1}{4}$	10 $\frac{3}{4}$	

NEWCASTLE TO SOUTH SHIELDS. Reverse.—Leaving Market Pl. by King St. turn r . after passing under rly. br., uphill. Immediately after passing under another rly. br. turn r ., and bending $\angle$. keep forward to large lamp, where take second road on r ., downhill. After passing under a small rly. br. bear $\angle$. at church, and $\angle$. again at foot of hill. Then bear r ., and forward to rly. arches, after which turn $\angle$. (d.p.) uphill. Then straight on to White Mere Pool, where turn r . over rly. br., and keep r . and forward to Heworth. Avoid road on $\angle$. entering Felling (d.p.), and follow tramlines, bearing r . with them down High St., $\angle$. after passing under rly. br., and r . with branch of lines to High Level Br. ($\frac{1}{2}$ d. toll). Crossing same, turn $\angle$. after passing under rly. br., and bending r ., at end of street turn $\angle$. to Central Rly. Sta.

ALTERNATIVE ROUTE VIA JARROW.

Miles from So. Shields.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
II	NEWCASTLE	...	...	Follow main road to tram terminus at Heworth, where turn <i>L.</i> (d.p.), and sharp rise past church.
7 $\frac{3}{4}$	Heworth	3 $\frac{1}{4}$		Level run, then sharp fall and rise at Pelaw Sta., where turn <i>r.</i> over waggon-way. Then sharply undulating road, ending in long easy fall to Jarrow, entered over level crossing (with gates). Poor surface to Pelaw, afterwards better.
6 $\frac{3}{4}$	Pelaw Railway Station	I		
5 $\frac{1}{4}$	Hebburn	1 $\frac{1}{2}$		
4 $\frac{1}{4}$	Jarrow	I	6 $\frac{3}{4}$	Keep straight forward along Albert Rd., sharp descent at end, bending <i>L.</i> under rly. br., opposite red brick chapel bear <i>r.</i> and forward. (For ferries to Willington Quay, turn <i>L.</i> instead of keeping forward, down Monkton Rd., turn <i>r.</i> along Grange Rd. and <i>L.</i> down Commercial Rd. to ferry landings—two, each running every quarter of an hour; fare, 1d. each for passenger and cycle. The smaller ferry on <i>L.</i> is recommended as having a shorter route and quicker service.) Along High St., at end road bends <i>r.</i> downhill, then winds round St. Paul's Ch. and crosses stone br. over R. Don. At road-end turn <i>L.</i> (d.p.) and forward over nearly level road to junction with main road near Tyne Dock, when follow same through rly. arches to South Shields. Poor, bumpy surface.
		$\frac{1}{2}$		
2 $\frac{1}{4}$	Tyne Dock	1 $\frac{1}{2}$		
	South Shields	2 $\frac{1}{4}$	II	

NEWCASTLE TO SOUTH SHIELDS (ALTERNATIVE ROUTE). *Reverse*.—Follow main road to fork after passing under rly. arches, when bear *r.* (d.p.) around Jarrow Slake. After passing chemical works turn *r.* (d.p.), and crossing small stone br. bend *r.* and *L.* uphill, and again *r.* and *L.* to High St., Jarrow, then straight forward to red-brick chapel in fork (see forward route here for remarks *re* ferries over R. Tyne), where bear *L.* Passing under rly. br. bear *r.*, then straight forward to Pelaw Sta., where bear *L.* after crossing waggon-way, then *r.* and forward to junction with main road at tram terminus, when turn *r.* to Newcastle.

ROUTE 395. GATESHEAD TO BLAYDON.

Miles from Blaydon.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
5 $\frac{1}{2}$	Gateshead	...	...	Route 379 (reverse) to Bensham Ch., where bear <i>r.</i> at fork, and sharp rise and fall to Low Teams,
	(High Level End.)			

Route 396. **GATESHEAD TO BLAYDON**—*continued.*

<i>Miles from Blaydon.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
3 $\frac{3}{4}$	Low Teams	1 $\frac{3}{4}$		where turn <i>r.</i> over level crossing and then <i>l.</i> , and after a level $\frac{1}{2}$ m. gradual rise for about a m.; then descent to Swalwell. Bear <i>r.</i> over Derwent Br. and straight forward, crossing Newcastle—Shotley Road, with level run and rise and fall into Blaydon, where Newcastle—Prudhoe Road is joined just before reaching steep hill out of town. Fair surface.
1 $\frac{1}{2}$	Swalwell	2 $\frac{1}{4}$		
	BLAYDON	1 $\frac{1}{2}$	5 $\frac{1}{2}$	

GATESHEAD TO BLAYDON. Reverse.—From Prudhoe Road bear *r.* at fork past level waggon-way crossing, at foot of short descent into town, then straight on over Swalwell Br., bearing *l.* through Swalwell, and turning *r.* and *l.* into Low Teams; then where road forks keep to *r.* along Derwentwater Road to junction with Burnopfield Road at Bensham Ch., where, bearing *l.*, follow Route 379 to Gateshead.

ROUTE 396. NEWCASTLE - ON - TYNE TO STANHOPE.

NOTE.—This is one of the prettiest rides in Northumberland and Durham. To Shotley Bridge runs through a delightful wooded valley, and thence to Stanhope leads through some grand hill scenery.

<i>Miles from Stanhope.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
26 $\frac{3}{4}$	NEWCASTLE	...	...	Route 400 over Scotswood Br., when bear <i>l.</i> , and in little over $\frac{1}{4}$ m. bend <i>r.</i> , and straight on past Axwell Park gates, over good level road, rising past Winlaton Mill. Then heavy climb up Winlaton Bank, followed by undulating road, and long run down past Rowland's Gill. Good surface.
23 $\frac{3}{4}$	Scotswood Bridge	3		
22 $\frac{3}{4}$	Axwell Park Gates	1		
21 $\frac{3}{4}$	Winlaton Mill	1		At foot of hill bear <i>r.</i> past rly. sta. uphill, then level run, and, after sharp descent, undulating with fall into Lintzford. Short stiff rise, then easily undulating, followed by stiff climb and undulating run to Ebchester. Good, but sometimes rough, surface.
19 $\frac{1}{2}$	Rowland's Gill	2 $\frac{1}{4}$	7 $\frac{1}{4}$	
18	Lintzford	1 $\frac{1}{2}$		
17	↑			Steep descent through village, and similar rise on opposite side of stone br.; then an easily undulating run, with excellent surface, to Shotley Bridge.
14 $\frac{1}{2}$	↓ Ebchester	3 $\frac{1}{2}$	12 $\frac{1}{4}$	
	(Chelmsford Arms Inn.)			
	↑			

Route 396. NEWCASTLE-ON-TYNE TO STANHOPE

—continued.

Miles from Stanhope.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
2 $\frac{3}{4}$	Shotley Bridge	1 $\frac{3}{4}$	14	Bear <i>r.</i> in village down short steep descent to br. $\ddagger$ then heavy climb for $\frac{3}{4}$ m., where bear <i>l.</i> at fork (d.p.) ; thence almost continuously uphill, and frequently steep, for 2 m., followed by long steep run down to Eddy's Br. (R. Derwent), and sharp rise to Edmondbyers. Good surface.
0 $\frac{1}{2}$	↑ St. John's Church	2 $\frac{1}{4}$		
9 $\frac{1}{2}$	↑ Carterway Head.....	1		
8 $\frac{1}{2}$	Eddy's Bridge	1 $\frac{1}{4}$		Keep <i>l.</i> , and short descent to Burnhope Burn, after crossing which bear <i>r.</i> , and heavy climb for 3 m. over Muggleswick Common. From summit (1560 ft.) long easy descents for 2 m. (last m. parallel with rly.), and immediately after passing Crawley engine-house begins the dangerous descent through Crawley, which should not be ridden. Loose stony surface.
7	↑ Edmondbyers	1 $\frac{1}{4}$	19 $\frac{3}{4}$	
4 $\frac{1}{2}$	↑			
1	↓ Crawley	5		
	(Inn.)	1	25 $\frac{3}{4}$	Turn <i>r.</i> and then <i>l.</i> at foot of village, and forward, still descending steeply into Stanhope. At foot of hill turn sharp <i>l.</i> and forward to Market Pl. Fair surface.
	↓ STANHOPE	1	26 $\frac{3}{4}$	
	(Market Place.)			

NEWCASTLE TO STANHOPE. Reverse.—Proceeding to west end of village, after a slight fall in road take first turn sharp *r.* (d.p.) uphill. 2 m. from Crawleyside bear *r.* at fork (d.p.) (straight on to Blanchland), thence a direct and unmistakable road to Shotley-bridge, where after crossing br. bear *l.*, and *l.* out of village. Thence a direct forward road until about $\frac{1}{2}$ m. past Axwell Park Gates, when bend *l.* to Scotswood Br. and crossing same follow Route 400 (reverse) to Newcastle.

ROUTE 397.

SHOTLEY BRIDGE TO BLANCHLAND AND HEXHAM.

Miles from Hexham.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
0 $\frac{1}{2}$	SHOTLEY BRIDGE	...	...	Route 396 to Edmondbyers, where turn <i>r.</i> at d.p. through village up steady rise for $\frac{1}{2}$ m., then $\frac{3}{4}$ m.

Route 397. SHOTLEY BRIDGE TO BLANCHLAND AND HEXHAM—continued.

<i>Miles from Hexham.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
14 $\frac{3}{4}$	Edmondbyers	5 $\frac{1}{4}$		descent. Thence undulating run past Roughside, where a gate is met, usually closed, ending in steep dangerous descent into Blanchland, Rough stony surface.
12 $\frac{1}{4}$	Roughside.....	2 $\frac{1}{2}$		
	↓			
10 $\frac{1}{4}$	Blanchland	2	10 $\frac{1}{4}$	Turn <i>r.</i> round old priory, then bear <i>l.</i> up a very steep loose hill to Cowbyers Farm. Then a sharply undulating run, with loose surface, over Acton Fell, keeping <i>l.</i> at d.p. at 2 $\frac{3}{4}$ m., to Slaley. Skirting extreme end of village keep forward to Travellers' Rest Inn, and 100 yds. further turn <i>r.</i> Improving road ending in narrow dangerous descent to Linnel's Bridge. Steep ascent on opposite side, then sharp fall past Sunnyside, and after an undulating run, dangerous descent into Hexham, almost opposite Market Pl. Bad surface, but better after passing Slaley.
	↑			
5	Slaley.....	5 $\frac{1}{4}$		
4	Travellers' Rest P.H.....	1		
	↓			
2	Linnel's Bridge	2		
	↑			
1 $\frac{1}{2}$	Sunnyside	$\frac{1}{2}$		
	↓			
	HEXHAM	1 $\frac{1}{2}$	20 $\frac{1}{2}$	
	(Market Place.)			

SHOTLEY BRIDGE TO BLANCHLAND AND HEXHAM. Reverse.—From Market Pl. turn *l.* down Priestpople and almost immediately *r.* up Eastgate. At first fork keep *l.* and at next *r.*, and rising from Linnel's Br. keep *r.* At 4 m. turn *l.* past Travellers' Rest Inn, and straight forward skirting Slaley (on *l.*) until nearing Blanchland, into which is a descent which should not be ridden. Turn *l.* past Lord Crewe's Arms and over br. and straight on to Edmondbyers, where, joining Stanhope Road, turn *l.* and follow Route 396 (reverse) to Shotley Bridge.

ROUTE 398.

RIDING MILL TO BLANCHLAND.

<i>Miles from Blanchland</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
10 $\frac{1}{2}$	RIDING MILL	...	...	About 100 yds. W. of inn turn <i>l.</i> up Whiteside Bank (very steep), then straight forward, over rough undulating road, to Scales Cross. Enter Minsteracres Park through iron gates on <i>r.</i> , and winding past Hall pass through four gates. On
	↑			
7 $\frac{1}{2}$	Scales Cross	3		

Route 398. RIDING MILL TO BLANCHLAND—continued.

Miles from Blanchland	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
5 $\frac{3}{4}$	Barlow Hill	1 $\frac{3}{4}$		leaving park at Barlow Hill, go forward over cross-roads, and descend loose sandy road to Mill-Shields Farm. Here keep <i>r.</i> to Espershields, where turn sharp <i>l.</i> and descend to wooden br. over R. Derwent, with steep ascent on opposite side, to Roughside, where turn <i>r.</i> and follow Route 397 to Blanchland. Bad surface.
4	Mill-shields Farm	1 $\frac{3}{4}$		
3	Espershields Farm	1		
	↑ ⌄			
2	Roughside	1		
	BLANCHLAND	2	10 $\frac{1}{2}$	

RIDING MILL TO BLANCHLAND. Reverse.—Route 397 (reverse) to Roughside, where turn *l.* at d.p. At Espershields bear *r.*, and at Mill-Shields *l.* Crossing road at Barlow Hill, enter Minsteracres Park, and on leaving same at Scales Cross turn *l.* to Riding Mill.

ROUTE 399.**NEWCASTLE-ON-TYNE TO CARLISLE.**

NOTE.—See also Route 400.

Miles from Carlisle.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
56	NEWCASTLE-ON-TYNE	...	...	Proceed along Grainger St. for a few yds., and take first turn <i>l.</i> (opposite St. John's Ch.) ; keep <i>l.</i> at fork of streets, then forward, and on meeting tramlines keep straight on up long steep ascent of Westgate Hill (fair macadam at side of tramway). At top, at large lamp, keep straight on with <i>r.</i> -hand branch of tramlines, still ascending, although easier over setts (partially macadam on <i>r.</i>), to tram terminus. Keep straight on, with good macadam surface and easy rise and fall to Fox and Hounds Inn (<i>r.</i> Cowgate, <i>l.</i> Benwell).
	(Central Station.)			
	↑			
55	Union Workhouse	1		Short rise, then steep descent to East Denton, followed by a sharp climb, then an undulating run with fair surface and rise to Heddon-on-the-Wall.
	(Tram Terminus.)			
53 $\frac{1}{2}$	Fox and Hounds P.H.	1 $\frac{1}{2}$	2 $\frac{1}{2}$	Good road, undulating, occasionally rather smartly, and with fine views, to Stagshawbank, where cross Watling Street.
	↓	$\frac{1}{4}$		
52 $\frac{3}{4}$	East Denton	$\frac{3}{4}$		
51	Walbottle	1 $\frac{3}{4}$		
48 $\frac{3}{4}$	Heddon-on-the-Wall ...	2 $\frac{1}{4}$	7 $\frac{1}{4}$	
47 $\frac{3}{4}$	Rudchester	1		
45 $\frac{1}{2}$	Harlow Hill	2 $\frac{1}{2}$		
42 $\frac{1}{2}$	Matfen Piers	2 $\frac{3}{4}$		

Route 399. **NEWCASTLE-ON-TYNE TO CARLISLE**

—continued.

<i>Miles from Carlisle.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
39 $\frac{1}{2}$	Stagshawbank	3	16 $\frac{1}{2}$	Thence easy undulations until just past St. Oswald's, when there begins a long, steep, and dangerous descent, crossing Hexham—Chollerton Road at Low Brunton, to br. over North Tyne at Chollerford. Good surface.
36 $\frac{3}{4}$	St. Oswald's	2 $\frac{3}{4}$		
35 $\frac{1}{2}$	Low Brunton	1 $\frac{1}{4}$		Turn $\angle$ after crossing br., with steady rise for 3 m., then an undulating road over wild moorland, until within a m. of Greenhead, when a steep dangerous descent begins, the latter portion of which should not be ridden. Fair surface.
35	Chollerford	$\frac{1}{2}$	21	
	(George Hotel.)			
34 $\frac{1}{4}$	Walwick	$\frac{3}{4}$		Ascend long steep hill. Straight road, badly metalled, but with fine scenery, to Temon, after leaving which long descent to Coach and Horses Inn, and then steeper descent to br. over beck. Slight rise to Middle Row, whence road improves. Sharp descent after 1 $\frac{1}{4}$ m., followed by corresponding climb. Cross rly. by stone br. thence level past Naworth Castle gates, after which long descent, followed by level and another descent. Slight rise, then sharp descent, and slight fall into Brampton.
31 $\frac{1}{2}$	Carrawburgh	2 $\frac{3}{4}$		
30 $\frac{1}{2}$	Carraw	1		
24 $\frac{1}{2}$	Twice-Brewed P.H. ...	6		
		5 $\frac{1}{2}$		
18	Greenhead	1	38	Keep straight forward into town, keeping <i>r.</i> down main st., and straight on past Townfoot farmhouse up slight incline, thence level to Hollin Stone. Sharp descent, cross br. over R. Irthing and slight rise past Ruleholme. Short steep ascent, thence level to High Crosby, and short descent into Crosby-on-Eden.
17 $\frac{1}{2}$	$\uparrow$			
15	Temon	3		
14	Coach and Horses P.H.	1		
		$\frac{1}{2}$		
13 $\frac{1}{2}$	Middle Row	1 $\frac{1}{4}$		Bear <i>r.</i> along undulating road to Drawdykes Castle, cross beck, and at top of gradual rise keep $\angle$ and descend hill; slight rise into Stanwix. Descend Stanwix Bank, bear $\angle$ at foot over Eden Br., and enter Carlisle by Rickergate; continue straight up same and Scotch St. to Clock Tower.
12 $\frac{1}{4}$	$\uparrow$			
12	Naworth Castle	$\frac{1}{4}$		
10	Brampton	2	46	
7 $\frac{1}{2}$	Hollin Stone	2 $\frac{1}{2}$		
6 $\frac{3}{4}$	Ruleholme	$\frac{3}{4}$		
	(Golden Fleece.)			
4 $\frac{3}{4}$	High Crosby	2		
4 $\frac{1}{2}$	Crosby-on-Eden	$\frac{1}{2}$	51 $\frac{1}{2}$	
$\frac{1}{2}$	Stanwix	4		
		$\frac{1}{2}$	56	
	Carlisle			
	(Clock Tower.)			

NEWCASTLE TO CARLISLE. Reverse.—Leave by Scotch St. and Rickergate (short steep street) to Eden Br.; ascend Stanwix Bank and bear to *r.* at fork. At White Close gates keep to *r.* down gentle slope to Drawdykes Castle, and cross stream. Straight on to High Crosby; after passing Newby Lane End (1 $\frac{1}{2}$ m.), short steep

and rough descent to Golden Fleece Inn, Ruleholme. Cross R. Irthing and bear to *r.*, and straight on to Brampton, which pass on *r.*, and on leaving village, where three roads branch, take that in the middle up short steep hill. Rising tendency to Naworth Castle; after crossing rly. br. short steep hill, and then long steady climb. At top bear to *r.* to Middle Row. Straight on over hilly road to near Greenhead, where steep and dangerous descent to rly. br. After crossing br. keep *l.* uphill, and direct road to Chollerford, where after crossing br. keep straight on over unmistakable road to Newcastle. Entering city, follow tramlines to foot of Westgate Hill. Keep straight on where they turn off *l.*, and on meeting other lines in Grainger St., turn *r.* to Central Rly. Sta.

ROUTE 400. NEWCASTLE - ON - TYNE TO CARLISLE.

(Via Hexham.)

Miles from Carlisle.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
58	NEWCASTLE-ON-TYNE (Central Station.)	...	...	Proceeding westward from station, follow tramlines past Cattle Market (rough setts) and along Scotswood Rd. (rough macadam at sides), passing on <i>l.</i> the works of Sir W. G. Armstrong, Mitchell & Co. At tram terminus keep straight on, with rough, "bumpy" surface, and, except one short descent, level to Scotswood.
56	Paradise	2		
55	Scotswood.....	1	3	Turn <i>l.</i> over Suspension Br. (toll id.), and immediately after crossing bear <i>r.</i> along level stretch, crossing rly. on level (with gates) into Blaydon. Poor surface.
54	Blaydon..... ↑ ⋈	1	4	Keep straight forward over tramway level crossing up short steep hill, then long steady rise to Ryton. Good surface.
53	Stella	1		
51 $\frac{3}{4}$	Ryton	1 $\frac{1}{4}$	6 $\frac{1}{4}$	Undulating run to Crawcrook, where bend sharp <i>l.</i> and immediately <i>r.</i> , then similar road with long rise to Prudhoe. Fair surface.
50 $\frac{3}{4}$	Crawcrook	1		
48 $\frac{1}{4}$	Prudhoe	2 $\frac{1}{2}$	9 $\frac{1}{4}$	Easy descent, then sharp fall and rise to Mickley, then long descent, bending <i>r.</i> and growing steeper to sharp turn <i>l.</i> , then level to Stocksfield. Capital surface.
47	Mickley..... ↓	1 $\frac{1}{4}$		
45 $\frac{1}{4}$	Stocksfield	$\frac{3}{4}$	12 $\frac{3}{4}$	Crossing rly. br. bear <i>l.</i> (<i>r.</i> to Bywell) over pleasant easy road. After crossing rly. again bear <i>r.</i> uphill through Riding Mill, and smartly undulating run to Corbridge Rly. Sta. Turn sharp <i>l.</i> before reaching Tyne Br. (see note a), and forward over level rly. crossing (gates) and Devil's Water to Dilston. Excellent surface.
42 $\frac{1}{2}$	↑ Riding Mill.....	2 $\frac{3}{4}$		
41 $\frac{3}{4}$	Corbridge Railway Sta.	$\frac{3}{4}$		
41	Level Crossing.....	$\frac{3}{4}$		

Route 400. NEWCASTLE-ON-TYNE TO CARLISLE

—continued.

Miles from Carlisle.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
40 $\frac{1}{2}$	Dilston	$\frac{1}{2}$	17 $\frac{1}{2}$	Easy rise through village, then excellent level run to Hexham, entering which, steep descent and rise up Priestpople, skirting Market Pl.
	↓			
37 $\frac{1}{2}$	↑ Hexham (Market Place.)	3	20 $\frac{1}{2}$	Continue straight forward, and at top of hill bear <i>r.</i> , and easy run past cemetery, where keep <i>l.</i> to Coastley. Sharp rise over rly. and similar descent, followed by good undulating road to Wharnley. Thence rather rough fall and rise and easy undulating road, bearing <i>r.</i> into Haydon Br. Surface good.
35 $\frac{1}{4}$	Coastley... ..	2 $\frac{1}{4}$		
33 $\frac{1}{2}$	Wharnley	1 $\frac{3}{4}$		
30 $\frac{3}{4}$	Haydon Bridge ... (Anchor Hotel.)	2 $\frac{3}{4}$	27 $\frac{1}{4}$	
26 $\frac{1}{2}$	Bardon Mill	4 $\frac{1}{2}$	31 $\frac{1}{2}$	Cross South Tyne and immediately turn <i>l.</i> , and good, pretty, and easy run to Bardon Mill. Rough sharply undulating run to Haltwhistle.
23 $\frac{3}{4}$	Melkridge	2 $\frac{3}{4}$		
	↑			
22	Haltwhistle (Market Place.)	1 $\frac{3}{4}$	36	Entering town turn <i>l.</i> over rly. Keep <i>l.</i> in Market Pl., and bear <i>l.</i> over rly. br. on leaving, then a direct level road, keeping alongside rly. with poor surface to Greenhead.
18	Greenhead	4	40	Bear <i>l.</i> over rly. br. and follow Route 399 to Carlisle.
	Carlisle	18	58	

NEWCASTLE TO CARLISLE (VIA HEXHAM). *Reverse.*—Route 399 to Greenhead, where bear *r.* and direct road to Haltwhistle. Keep straight on through town, and on leaving turn *r.* after crossing rly. At Haydon Bridge, turn *r.* over river, and immediately *l.*, and keep *l.* at fork in 1 m. Go straight on through Hexham and just before reaching Tyne Br. at Corbridge turn *r.* uphill past rly. sta. Past Riding Mill keep *l.* over rly. and immediately *r.*, and at Stockfield turn *r.* over rly. br. and straight on to Blaydon. Bear *l.* after descending hill, and at Scotswood Br. (toll rd.) turn *r.* after crossing, and forward until tramlines are met, which follow to Central Rly. Sta.

ALTERNATIVE ROUTE VIA HEDDON-ON-THE-WALL.

Miles from Carlisle.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
58½	NEWCASTLE-ON-TYNE	...	...	Route 399 to W. end of Heddon-on-the-Wall (d.p.), where bear <i>L.</i> ; sharp descent at first, then undulating road, followed by sharp rise to Horsley. Keep straight forward, passing several unmistakable branch roads <i>r.</i> and <i>L.</i> Undulating road, ending in easy descent to Corbridge. Good surface.
41¼	Heddon-on-the-Wall ..	7¼		
8¾	Horsley	2½		
1¼	Corbridge	7	16¾	Cross R. Tyne and forward by main route given above.
	(Angel Inn.)			
	Carlisle	41¾	58½	

NEWCASTLE-ON-TYNE TO CARLISLE (ALTERNATIVE ROUTE VIA HEDDON-ON-THE-WALL). *Reverse*.—Main route as given above (reverse) to Corbridge, where turn *L.* over R. Tyne. Having Angel Inn on *L.* proceed straight forward and a perfectly direct road to Heddon-on-the-Wall, whence follow Route 399 (reverse).

ALTERNATIVE ROUTE.

CORBRIDGE TO HEXHAM.

Miles from Carlisle.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
58	NEWCASTLE	...	...	Main route to Corbridge Rly. Sta., then cross Tyne Br. into Corbridge and turn <i>L.</i> along narrow road, following course of river for 1¾ m. ¼ m. further pass Anick Grange Farm and directly after bear <i>L.</i> at fork (<i>r.</i> to Anick). Then good easy descent to Tyne Br. at Hexham, crossing which keep straight ahead to road-end, where turn <i>r.</i> up Priestpottle and follow main route to Carlisle.
41¼	Corbridge Railway Sta.	16¼		
39¼	Anick Grange	2½		
	(Anick 19¼ m.)			
37½	Hexham	1¾		
	Carlisle	37½	58	

ALTERNATIVE ROUTE, CORBRIDGE TO HEXHAM. *Reverse*.—Main route to Hexham, where turn *L.* at foot of Priestpottle, past rly. sta. and over Tyne Br. Turn *r.* and next *L.*, and after passing Anick Grange keep *r.* at successive forks to Corbridge; turn *r.* and cross Tyne Br. rejoining main route.

NOTE.—(a) ¼ m. may be saved here by turning *L.* at fork less than ¼ m. before reaching Corbridge Sta. Keep *r.* at next fork, and rejoin road near Dilston. In reverse, turn *r.* at d.p. after crossing Devil's Water, and *r.* at next fork, to junction with main road. Good surface.

ROUTE 401. SCOTSWOOD TO COWGATE.

<i>Miles from Cowgate.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
3	SCOTSWOOD	...	...	From br. turn <i>l.</i> and after passing under rly. turn <i>r.</i> up steep hill. In $\frac{1}{2}$ m. turn <i>r.</i> still rising to Benwell. At end of village bear <i>l.</i> and steady rise to Fox and Hounds Inn. Turn <i>r.</i> and in a few yds. <i>l.</i> , then straight forward to road-end, where bear <i>r.</i> to Cowgate. Good surface.
$2\frac{1}{2}$	↑ (Bridge.)			
$1\frac{1}{2}$	Benwell	$1\frac{1}{2}$		
I	Fox and Hounds Inn...	$\frac{1}{2}$		
	COWGATE	I	3	

SCOTSWOOD TO COWGATE. Reverse.—At toll-bar just past Cowgate bear *l.*, and immediately afterwards *l.* again. On reaching Carlisle Road turn *r.* for a few yds., and *l.* opposite Fox and Hounds Inn. Bear *r.* into Benwell, and at road-end in $\frac{3}{4}$ m. *l.* downhill. At foot of hill turn sharp *l.* to Scotswood Br.

ROUTE 402. CORBRIDGE TO ELISHAW.

<i>Miles from Elishaw.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
22	CORBRIDGE	...	...	Having Angel Inn on <i>r.</i> proceed W. to Wheat-sheaf Inn, where turn <i>r.</i> and long steady rise to Stagshawbank, where the Newcastle-Chollerford Road is crossed. Poor surface.
	(Angel Inn.)			
$19\frac{1}{4}$	Stagshawbank	$2\frac{3}{4}$	$2\frac{3}{4}$	Thence long steep descent to the crossing of the Erring Burn, with deteriorating surface. Moderate ascent, then short steep fall to Five Lane Ends.
	↓			
16	Erring Burn.....	$3\frac{1}{4}$		
	↓			
15	Five Lane Ends	I	7	Keep straight forward (d.p.) over extremely rough road; a continual succession of sharp rises and falls, with a preponderance of the former, then a bad undulating road over open moorland, ending in long steep and dangerous descent to Redesdale.
	↓			
$7\frac{3}{4}$	Redesdale	$7\frac{1}{4}$	$14\frac{1}{4}$	Descent continues still dangerous to crossing of rly. near Woodburn Rly. Sta., after which the surface improves somewhat. A direct road,

Route 402. **CORBRIDGE TO ELISHAW**—*continued.*

<i>Miles from Elishaw.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
6½	Woodburn Rly. Sta. ...	1¼		with long heavy slopes, ending in long descent to br. over the R. Rede at Elishaw, on the opposite side of which the road from Otterburn to Scotland is joined.
6	Woodburn.....	½		
	↑			
	↑			
		↓		
	ELISHAW.....	6	22	

CORBRIDGE TO ELISHAW. Reverse.—Crossing R. Rede at Elishaw keep direct forward all the way, at Five Lane Ends and Stagshawbank, to Corbridge, where bear *l.* round Wheatsheaf Inn to Angel Inn.

NOTE.—Care is necessary on the whole of this route, and even the most expert riders should not attempt the journey without a strong machine with a powerful brake.

ROUTE 403. HEXHAM TO BELLINGHAM AND FALSTONE.

<i>Miles from Falstone.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
25½	HEXHAM	...	...	From Market Pl. proceed down Priestpottle, and at foot of hill turn <i>l.</i> crossing rly. and R. Tyne. Bear <i>l.</i> at fork and long climb to Wall, then steep descent to Low Brunton, where Newcastle—Carlisle Road is met. Turn <i>l.</i> at cross-roads, and steep descent to br. over North Tyne, at Chollerford. Good surface.
	(Market Place.)			
21½	Wall	4		
	↓			
20¾	Low Brunton	¾		Immediately after crossing br. bear <i>r.</i> round George Hotel, and easy run to Humshaugh, in which keep <i>l.</i> and follow rising road through village, and then <i>r.</i> along rather narrow but good winding road to Nunwick, with occasional sharp undulations. Cross br. over burn and up steep rise, then an undulating run to Wark. Good surface.
	↓			
20½	Chollerford	¼	5	
	(George Hotel.)			
20	Humshaugh	½		After passing "Highland Drove" Inn turn <i>l.</i> and almost immediately <i>r.</i> , and forward with undulating road, including one steep ascent followed by long easy descent to br. over North Tyne (if
17	Nunwick	3		
	↑			
	↑			
14	Wark	3	11½	
	(Highland Drove P.H.)			
12	↑			
	↑			

Route 403. HEXHAM TO BELLINGHAM AND FALSTONE—continued.

Miles from Falstone.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
9 $\frac{1}{4}$	Turning for Falstone (Near Bellingham.) (Bellingham, 17m.)	4 $\frac{3}{4}$		going direct on to Falstone do not cross br. but turn <i>L.</i> just before reaching it), and after crossing same turn <i>r.</i> into Bellingham. For Falstone retrace route over North Tyne to point mentioned in parentheses above, when turn <i>r.</i> past Dunterley, and good undulating run to Greystead.
8 $\frac{3}{4}$	Dunterley	$\frac{1}{2}$		
8 $\frac{1}{4}$	Hesleyside	$\frac{1}{2}$		
4 $\frac{1}{4}$	Greystead	4	21 $\frac{1}{4}$	Similar road to Stannersburn, but a careful watch must be kept for gates, which frequently cross the road.
$\frac{3}{4}$	Stannersburn	3 $\frac{1}{2}$	24 $\frac{3}{4}$	Here bear <i>r.</i> and in $\frac{1}{4}$ m. turn <i>r.</i> and cross river to Falstone.
	FALSTONE	$\frac{3}{4}$	25 $\frac{1}{2}$	

HEXHAM TO BELLINGHAM AND FALSTONE. Reverse.—Cross North Tyne, and bear *L.* to and through Stannersburn, then follow road to br. over North Tyne at 9 $\frac{1}{4}$ m. (where cross river and then turn *r.* into Bellingham). If going straight on, bear *r.* instead of turning *L.* over br. and forward to Wark. Turn *r.* at Highland Drove Inn, and on to Humshaugh, where turn *r.* at church. At Chollerford bear *L.* and cross R. Tyne, and ascend to cross-roads in $\frac{1}{2}$ m., when turn *r.* and forward to Hexham. After crossing river and passing rly. sta., turn *r.* at road-end, up Priestpopple, to Market Pl.

ALTERNATIVE ROUTE No. 1. VIA CHOLLERTON.

Miles from Falstone.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
26 $\frac{1}{2}$	HEXHAM	...	...	Route as above to Low Brunton, where cross Newcastle—Carlisle Road, and easy undulating run, passing under rly. twice to Chollerton. Fair surface.
21 $\frac{1}{2}$	Low Brunton	4 $\frac{3}{4}$		
20	Chollerton..... (Church.)	1 $\frac{1}{2}$	6 $\frac{1}{2}$	Keeping to <i>L.</i> of church, follow rly. for 1 m., then turn <i>L.</i> over it, and fall and rise to Barrasford.
18 $\frac{1}{2}$	Barrasford..... (Gunnerton 9 $\frac{1}{4}$ m.)	1 $\frac{1}{2}$		Keep straight on through village, and at 1 m. keep <i>L.</i> (<i>r.</i> to Gunnerton, $\frac{1}{2}$ m.), and after crossing stone br. (Gunnerton Burn) steady rise to Chipchase Castle, then, keeping to same side of rly. to Tyne Br., cross river into Wark.
15 $\frac{3}{4}$	Chipchase Castle.....	2 $\frac{3}{4}$		
14	Wark	1 $\frac{3}{4}$	12 $\frac{1}{2}$	Fair surface.
	FALSTONE	14	26 $\frac{1}{2}$	Thence as above to Bellingham or Falstone.

ALTERNATIVE ROUTE (VIA CHOLLERTON). *Reverse.*—Route as above (reverse) to Wark. Turn *l.* in village and cross river, and turn *r.* and straight forward into Barrasford. After crossing rly. br. bear *r.* and straight on to Hexham. After passing rly. sta. turn *r.* at road-end, up Priestpopple, to Market Pl.

ALTERNATIVE ROUTE No. 2, VIA WARDEN.

Miles from Falsone.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
26 $\frac{3}{4}$	HEXHAM	...	...	Following Carlisle Road (Route 400) to 2nd m.s. turn <i>r.</i> at small cottage down winding lane to Suspension Br. over South Tyne, then straight ahead leaving Boathouse Inn on <i>l.</i> and on to Walwick Grange. Here join Newcastle—Carlisle Road and turn <i>r.</i> to Chollerford, where bear <i>l.</i> past George Hotel and forward as in main route.
24 $\frac{1}{4}$	Boathouse P.H.	2		
23 $\frac{3}{4}$	Warden	$\frac{1}{2}$		
21 $\frac{1}{4}$	Walwick	2 $\frac{3}{4}$		
20 $\frac{1}{2}$	Chollerford	$\frac{3}{4}$		
	FALSTONE	20 $\frac{1}{2}$	26 $\frac{3}{4}$	

ALTERNATIVE ROUTE (VIA WARDEN.) *Reverse.*—As in main route (reverse) to Chollerford, where bear *r.* past George Hotel to Walwick. Turn *l.* and straight on, crossing South Tyne to junction with Carlisle—Hexham Road, when turn *l.*, and forward by Route 400 (reverse) to Hexham.

ROUTE 404. BELLINGHAM TO WOODBURN.

Miles from Woodburn.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
4 $\frac{1}{4}$	BELLINGHAM	...	...	From station take road leading at right angles past Hareshaw Ironworks, and over Conheath Burn to "The Peel." Straight forward to Lowleams, where turn <i>r.</i> to Woodburn (junction with Watling Street). Undulating road with good surface.
	(Railway Station.)			
2 $\frac{1}{2}$	"The Peel"	1 $\frac{3}{4}$		
1 $\frac{1}{4}$	Lowleams	1 $\frac{1}{4}$		
	WOODBURN.....	1 $\frac{1}{4}$	4 $\frac{1}{4}$	

BELLINGHAM TO WOODBURN. *Reverse.*—Taking road to W., at right angles with Watling St., keep *l.* at Lowleams, and *r.* at "The Peel." After crossing Conheath Burn keep *r.* and forward to Bellingham.

ROUTE 405. NEWCASTLE - ON - TYNE TO JEDBURGH.

<i>Miles from Jedburgh.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
56	NEWCASTLE (Central Station.)	...	...	Following tramlines along Grainger St., turn <i>l.</i> at Grey's Monument, along Blackett St. (fair setts), and straight on up Gallowgate (narrow and badly paved), then up long steady rise of Barrack Rd. (fair macadam) to Cowgate. Bear <i>l.</i> and at fork directly afterwards turn <i>r.</i> (old toll-bar in fork), and a series of steep rises and falls up to and past Kenton; good surface.
54	Cowgate	2		
53	↑ Kenton ↓	1	3	
51	Woolsington.....	2		An easily undulating run, with excellent surface to Ponteland.
48½	Ponteland (Diamond Inn.)	2½	7½	
44½	Highlander Inn	4		Keep straight on over br. (R. Pont) and up short rise, then an undulating run, with a few sharp rises, but with excellent surface, to Belsay.
42½	Belsay (Arcade.)	2	13½	
37	Crossing Hexham— Rothbury Road	5½		After passing The Arcade (Temperance Hotel) bear <i>l.</i> at fork, then a splendid run with long easy slopes (crossing the Hexham—Rothbury Road), to the road leading to Kirkwhelpington, which lies a little to the <i>r.</i> Thence stiff climb to Knowesgate Rly. Sta. (the last vestige of rly. on the S. side of the border), followed by continuous rise for 3 m. with good surface over The Ottercoeps. From the summit a splendid view may be obtained. Then a descent for 2 m., with an excellent surface and easy gradient. Thence a steep rise, and after an undulating run a sharp descent into Otterburn. From thence to Carter the surface is not so good as it is from Newcastle.
	(Kirkwhelpington 21½ m.)			
34	Knowesgate Rly. Sta.	3		
31	The Ottercoeps	3		Leaving Otterburn the road is undulating, though slightly uphill, ending in steep rise to Elishaw, then good undulating run, with slightly improving surface to 37th m.s. Thence the ascent really begins, and all the rest of the road is very loose and rough; the tendency is generally uphill, with occasional smart descents, and one steep rough fall to Whitelees, whence the final ascent of the Carter begins. The rest of the road is one continuous climb, very rough and all very much exposed. The views, just before and after reaching the summit, are very fine. There is nothing to mark where the old toll-house ("Carter Bar") stood, save the remnants of an ancient shed, denoting
	↓			
26	↑ Otterburn	5	30	
23½	Elishaw	2½		
21	Rochester	2½		
20¼	Birdhope Craig	¾		
16½	Byrness	3¾		
	↓			
12½	Whitelees	4		

Route 405. **NEWCASTLE-ON-TYNE TO JEDBURGH**

—continued.

<i>Miles from Jedburgh.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
10½	↑ Carter Bar	2	45½	the boundary of England and Scotland. Carter Fell is the hill on the <i>L.</i> (Telegraph wires follow the road continuously from Newcastle, with the exception of 1½ m. near Kirkwhelpington, where they go under ground, and a short interval at Carter Bar.
	↓	—	—	At parting of roads bear <i>r.</i> (<i>L.</i> to Hawick), long descent for 1½ m., rough surface for first ½ m. then improving. Undulating run, with downward trend, to Broombaulks Farm, where road from Hawick joins on <i>L.</i> , and surface improves.
8	Broombaulks Farm	2½	48	Thence easy ascent and level run, followed by long and fairly steep descent past Edgerston Ch., then short rise and another long fall to Camptown.
7	Edgerston Church	1		Cross <i>R.</i> Jed and undulating run, with rise past Mossburnford, shortly after which turn <i>r.</i> over br., then long ascent, heavy at first. After undulating stretch, long descent past Glendouglas and Langlee, where another road from Hawick joins on <i>L.</i> Fair surface.
6	Camptown	1		
5	Old Jedward Farm	1		
4½	Cleethaugh	¼		
4	Mossburnford	¾		
3¾	↑			
2	Langlee	2	54	Cross narrow br. over Jed and undulating run re-crossing Jed twice, then long rise and fall to Jedburgh. Good surface.
1	Hundalee	1		
	JEDBURGH	1	56	

NEWCASTLE TO JEDBURGH. Reverse.—Leaving Jedburgh, keep to *L.*, and then direct forward road, avoiding one on the *r.* to Hawick, at Langlee, to the Carter Fell, Otterburn, Belsay, and Newcastle. The road can hardly be mistaken, the telegraph wires serving as guide throughout.

ROUTE 406. NEWCASTLE - ON - TYNE TO STAMFORDHAM.

NOTE.—The best route to Stamfordham is via Ponteland, Route 405 to Ponteland, and thence by Route 407.

<i>Miles from Stamfordham</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
12¾	NEWCASTLE	...	...	Route 405 to Cowgate, where bear <i>L.</i> at toll bar, and immediately after keep <i>r.</i> down fairly steep descent. Then an undulating run, ending in
10¾	Cowgate	2		
10	Slatyford	¾		

Route 406.

NEWCASTLE-ON-TYNE TO STAMFORDHAM

—continued.

Miles from Stamfordham	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
6½	Callerton Lane-ends ↓	3½		long descent to Callerton Lane-ends, and similar rise on opposite side. Thence straight forward, over undulating road, to Cheeseburn Grange, where at d.p. turn r., and in ¾ m., at foot of short hill turn sharp l. Thence easy run to Stamfordham, where turn sharp r. over br., then l. into village. Good surface for first 4 m., then rough and rutty, improving in last 2 m.
3	Plough P.H.	3½		
1¾	Cheeseburn Grange	1¼		
	STAMFORDHAM	1¾	12¾	

NEWCASTLE TO STAMFORDHAM. *Reverse.*—Crossing br. turn l. and in ¾ m. turn r., at road-end (d.p.) turn l. and straight forward to Cowgate, whence by Route 405 (reverse) to Newcastle.

ALTERNATIVE ROUTE VIA HEDDON-ON-THE-WALL.

Miles from Stamfordham	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
12	NEWCASTLE	...	...	Route 399 past Heddon to Rudchester, where turn r., and straight forward for 1 m., when above route is joined. Indifferent surface. Turn l. and follow above route past Plough Inn to Stamfordham.
4¾	Rudchester	8¼		
3	Junction with Callerton Road	1		
	STAMFORDHAM	3½	12¾	

ALTERNATIVE ROUTE (VIA HEDDON-ON-THE-WALL). *Reverse.*—Above route (reverse) to Eachwick Lodge, ½ m. past Plough Inn, when turn r. and straight on to junction with Carlisle Road at Rudchester, where turn l. and follow Route 399 (reverse) to Newcastle.

ROUTE 407. PONTELAND TO MATFEN AND CORBRIDGE.

Miles from Corbridge.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
16	PONTELAND (Diamond Inn.)			Continue along Belsay Road for a little over 1 m., then turn l. with single telegraph wire (which

Route 407. PONTELAND TO MATFEN AND CORBRIDGE—continued.

Miles from Corbridge.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
13½	Dissington.....	2½		leads direct to Stamfordham), and easy run to Dissington, after leaving which turn <i>l.</i> on reaching cross-road, and in ¼ m. turn <i>r.</i> Sharp bend <i>l.</i> and <i>r.</i> , and fall through Dalton. Then easily undulating run through pretty country, and crossing R. Pont to Stamfordham, where turn <i>r.</i> over br., and immediately bear <i>l.</i> through village; generally good surface.
12	Dalton (Church.)	1½		
9½	Stamfordham (Church.)	2½	6½	Thence a good undulating run past Fenwick, leaving which bear <i>l.</i> at fork, and easy descent to Matfen.
8	Fenwick.....	1½		From W. end of village turn <i>l.</i> at d.p., and direct road (avoiding cross-roads at Standing Stone Farm); easily undulating to Matfen Piers. Good surface.
6	Matfen	2	10	
5	Standing Stone Farm	1		Turning <i>l.</i> along Newcastle—Carlisle Road for a short distance, take first turn <i>r.</i> (d.p.), then a steady continuous, and in places steep, descent to Corbridge. Indifferent surface.
4	Matfen Piers	1	12	
1½	Aydon	2½		
	CORBRIDGE (Angel Inn.)	1½	16	

PONTELAND TO CORBRIDGE. *Reverse.*—Leave Angel Inn, Corbridge, by taking road to *r.* at right angles to that in front of inn, skirting W. end of it. Bear *r.* past Town Hall, then long stiff climb and direct forward to Newcastle—Carlisle Road, where turn *l.* and in a few yards *r.* through large gateway, and straight on to Matfen. Turn *r.* through village and *l.* on leaving and direct forward to Stamfordham, leaving which bear *r.* over br. and take next turn *l.*, ¾ m. further bear *l.* over R. Pont again. After passing Dalton turn *l.* at road-end, and in ¼ m. *r.*, then forward to junction with Belsay Rd., where turn *r.* to Ponteland.

ROUTE 408. PONTELAND TO MORPETH.

Miles from Morpeth.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
12½	PONTELAND (Diamond Inn.)	...	...	Crossing br. turn <i>r.</i> past Blackbird Inn, and in a little over ½ m. bear <i>l.</i> and straight forward. At 1 m. a small stream crosses the road (footbridge on <i>l.</i>); easy undulating run to entrance to Kirkley Hall, where bear <i>l.</i> and 1 m. further turn sharp <i>r.</i> over another little stream. Road
9½	Kirkley Hall.....	2½		

Route 408. **PONTELAND TO MORPETH**—*continued.*

Miles from Morpeth.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
7½	Ogle	2		still continues easily undulating to Ogle, where bear <i>L.</i> , and on leaving hamlet <i>r.</i> and straight on with one or two sharp descents to Whalton. Fair surface.
5¾	Whalton	1¾	6½	Turn <i>r.</i> to end of village where turn <i>L.</i> , then good, easy road, with rising tendency for first half, and falling tendency for second to junction with North Road. Turn <i>L.</i> under rly. br. down sharp descent, and follow Route 1 into Morpeth.
4¼	Edington	1½		
I	Function with North Road ↓	3¼		
	MORPETH	I	12½	
	(Market Place.)			

PONTELAND TO MORPETH. *Reverse.*—Route 1 (reverse) for 1 m., and at top of hill out of Morpeth, just after passing under rly. br., turn *r.* (d.p.) and forward to Whalton. Turn *r.* along main street by village, and about half-way along turn *L.* at d.p. down short steep descent. At Ogle, turn *r.*, and 1 m. further, just after crossing small stream, turn *L.* At Kirkley Hall gates bear *r.*, and straight forward to Ponteland.

ROUTE 409. **BELSAY TO MORPETH.**

Miles from Morpeth.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
9	BELSAY	...	...	Following main road N. take first turn <i>r.</i> (d.p.). At Trewick R. Blyth crosses the road (footbridge on <i>r.</i>); bear <i>r.</i> , and in another m. cross the How Burn (again footbridge on <i>r.</i>) and forward to Whalton. Easy undulating run with fair surface.
7¾	Trewick	1½		
5¾	Whalton	2	3½	Turn <i>r.</i> along main street and follow Route 408 to Morpeth.
	MORPETH	5¾	9	

BELSAY TO MORPETH. *Reverse.*—Route 408 (reverse) to Whalton, where keep straight on through village, turning *L.* at end. ¼ m. after passing Trewick turn *r.*, and on reaching main road turn *L.* to Belsay.

ROUTE 409A. BELSAY TO SCOTS' GAP.

<i>Miles from Scots' Gap.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
7	BELSAY (Arcade.)	...	...	At fork just beyond village, keep straight forward (L. to Otterburn), and a smartly rising and falling road for $2\frac{1}{4}$ m., when bear L. at fork at Bolam Lake (R. Bolam). Thence good even road, with slight fall to R. Wansbeck; then steep rise, beyond which keep straight forward (L. Wallington) until Hartburn Road is joined just after crossing rly., when turn L. to Scots' Gap Sta. Good surface.
$4\frac{3}{4}$	Bolam Lake	$2\frac{1}{4}$		
$2\frac{1}{2}$	East Middleton	$2\frac{1}{4}$		
2	R. Wansbeck.....	$\frac{1}{2}$		
	↑			
	SCOTS' GAP STA.....	2	7	

BELSAY TO SCOTS' GAP. Reverse.—Taking road to E. turn r. in $\frac{1}{2}$ m., and then direct forward road to Belsay. The descent to br. over Wansbeck requires very careful riding.

ROUTE 410. MORPETH TO BOLAM LAKE.

<i>Miles from Bolam Lake.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
$10\frac{1}{4}$	MORPETH (Market Place.)	...	...	Proceed up Newgate St., and bear L. down steep descent of Dogger Bank (d.p. on lamp at top), then an easy road crossing and recrossing the river to Mitford. Indifferent surface.
	↓			
$8\frac{1}{4}$	Mitford (Plough Inn.)	2	2	After crossing br. keep straight on up steep hill, then an undulating but mainly rising road to Meldon Park Corner. Here turn L. opposite blacksmith's shop, and steady descent to Meldon Br. (R. Wansbeck), after crossing which long steady rise bending r. to Meldon. Fair surface.
	↑			
$4\frac{1}{2}$	Meldon Park Corner.....	$3\frac{3}{4}$		Turn L. on reaching hamlet, and take next turn r. (in about 200 yds.) and rough fall and rise to rly. br. Immediately after crossing turn r. and straight forward with an improving surface and generally rising road past Bolam, and soon afterwards steep descent. At foot turn L. past Bolam Lake to junction with Belsay Road.
4	Meldon Bridge.....	$\frac{1}{2}$		
$3\frac{1}{4}$	Meldon	$\frac{3}{4}$	7	
I	Bolam.....	$2\frac{1}{4}$		
	↓			
	BOLAM LAKE (Junction with Belsay Rd.)	I	$10\frac{1}{4}$	

MORPETH TO BOLAM LAKE. Reverse.—From Belsay Rd., keep lake on L., and just after passing turn r. up steep hill. On reaching first rly. br. turn L. over it, at end of Meldon village turn r., and at foot of hill L. $\frac{1}{2}$ m. after crossing br. turn sharp r., opposite blacksmith's shop, then straight forward to Morpeth, turning r. at top of Dogger Bank, to Market Pl.

ROUTE 411. BOLAM LAKE TO WHALTON.

Miles from Whalton.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
4 $\frac{1}{2}$	BOLAM LAKE	...	...	Route 410 (reverse) to first rly. br. at 2 $\frac{3}{4}$ m., when turn <i>r.</i> (not crossing br.) and immediately <i>L.</i> , then a direct road, easily descending to Whalton. Indifferent surface.
1 $\frac{3}{4}$	Meldon Railway Bridge ..	2 $\frac{3}{4}$		
	WHALTON (Beresford Arms.)	1 $\frac{3}{4}$	4 $\frac{1}{2}$	

BOLAM LAKE TO WHALTON. *Reverse.*—Turn N. round W. end of Beresford Arms, and forward along winding road for 1 $\frac{1}{2}$ m. Just after passing road on *r.* to Meldon Sta., turn *r.* and immediately *L.*, joining Meldon Rd., and thence by Route 410 to Bolam Lake.

ROUTE 412. NEWCASTLE - ON - TYNE TO TYNEMOUTH.

Miles from Tynemouth.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
8 $\frac{3}{4}$	NEWCASTLE	...	...	Follow tramlines along Grainger St. (bad paving), Blackett St., New Bridge St. (wood), over Byker Br., and up long steady ascent of Shields Road (alternately macadam and paving). At tram terminus bear <i>L.</i> and then <i>r.</i> downhill; steady descent with fair surface past Walkergate Rly. Sta., then level to Wallsend.
7 $\frac{1}{4}$	Byker	1 $\frac{1}{2}$		
6 $\frac{1}{4}$	Walkergate Rly. Sta....	I		
5 $\frac{1}{4}$	Wallsend	I	3 $\frac{1}{2}$	Traffic in Wallsend usually demands care in riding through. Level run for $\frac{1}{2}$ m. and just past level crossing bear <i>L.</i> down dangerously steep hill at Rosehill, and up similar ascent, then undulating run past Howdon Sta. on <i>r.</i> to Percy Main Rly. Sta. At br. keep <i>L.</i> through Chirton to North Shields. Excellent surface.
4 $\frac{3}{4}$	Church Pit Level Crossing ↓	$\frac{1}{2}$		
4 $\frac{1}{4}$	↑ Rosehill	$\frac{1}{2}$		Keep straight on along main road, and on meeting tramlines follow same, with one short fall and rise to Tynemouth. Fair macadam at sides. Keep straight on with tramlines to terminus near Aquarium.
2 $\frac{3}{4}$	Percy Main Rly. Sta. ...	1 $\frac{1}{2}$		
2 $\frac{1}{4}$	Chirton	$\frac{3}{4}$		
1 $\frac{1}{2}$	North Shields. (Church.)	$\frac{1}{2}$	7 $\frac{1}{4}$	
I	↑			
	Tynemouth ... (Aquarium.)	1 $\frac{1}{2}$	8 $\frac{3}{4}$	

NEWCASTLE-ON-TYNE TO TYNEMOUTH. *Reverse.*—Follow tramlines to North Shields, but where they turn off sharp *L.* keep straight on over a direct and unmistakable road

to Newcastle; Rosehill Bank dangerous. After crossing Byker Br. follow tramlines to Grey's Monument, where turn *L*. with them along Grainger St. to Central Rly. Sta.

ALTERNATIVE ROUTE No. 1, VIA JESMOND AND WALKERGATE.

<i>Miles from Tynemouth.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
10 $\frac{3}{4}$	NEWCASTLE	...	...	Route 413 over Armstrong Br. and up past Cemetery, just past which turn <i>r</i> . At road-end, turn <i>r</i> . again and easy descent over excellent surface to Walkergate, where turn sharp round <i>L</i> . and joining main road follow direct route to Tynemouth.
8	<i>Departure from Benton Road</i>	2 $\frac{3}{4}$		
6 $\frac{1}{4}$	Walkergate	1 $\frac{3}{4}$		
	(Junction with main road.)			
	Tynemouth ...	6 $\frac{1}{4}$	10 $\frac{3}{4}$	

ALTERNATIVE ROUTE NO. 1 (VIA JESMOND AND WALKERGATE). *Reverse.*—Follow main road to Walkergate, where turn sharp round *r*. under rly. br. After passing Benton Park (on *L*.) turn *L*. and join Route No. 413, turning *L*. along same.

ALTERNATIVE ROUTE No. 2, VIA CHIRTON HILL.

<i>Miles from Tynemouth.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
11 $\frac{3}{4}$	NEWCASTLE	...	...	Route 413 to Murton House Farm, where bear <i>r</i> . In about 1 $\frac{1}{2}$ m. the road begins to descend, at first easily, but afterwards steep, to sharp turn <i>L</i> . on reaching main road at Chirton, which follow through North Shields to Tynemouth. Good surface until leaving Murton, when it becomes rather bumpy to Chirton.
3 $\frac{3}{4}$	Murton House Farm	8		
3	Chirton Hill.....	$\frac{3}{4}$		
	⚡ ↓			
2	Chirton	1		
	Tynemouth ...	2	11 $\frac{3}{4}$	

ALTERNATIVE ROUTE NO. 2 (VIA CHIRTON HILL). *Reverse.*—Follow main road to Chirton, in which turn sharp *r*. On reaching Murton House Farm turn *L*. and follow Route 413 to Newcastle.

ALTERNATIVE ROUTE No. 3, VIA WILLINGTON QUAY.

<i>Miles from Tynemouth.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
9 $\frac{3}{4}$	NEWCASTLE	..	...	Main road to foot of steep hill at Rosehill, when turn <i>r.</i> along level road with poor surface under rly. viaduct. Forward uphill and at top bend <i>r.</i> under rly. br. (Riverside Rly.), and immediately bear <i>l.</i> down rough macadam road. At foot bend <i>l.</i> along level through Willington Quay. In a short distance road on <i>r.</i> leads to ferry, and further along, after passing under br., another on <i>r.</i> , both to Jarrow; fares in each case, 1d. each for passenger and cycle. After passing second ferry road bends <i>l.</i> up short rise, then immediately turn <i>r.</i> down bad cobble-paved road. At end of cobbles turn <i>l.</i> uphill. At top bend <i>r.</i> over br. and then easy run down with good surface to North Shields. On reaching street (paved) keep forward to large lamp, then <i>l.</i> uphill (macadam) to junction with main road at Spring Gardens Inn, where turn <i>r.</i> to Tynemouth.
5 $\frac{1}{4}$	<i>Fork from main road</i> ...	4 $\frac{1}{2}$		
4 $\frac{1}{4}$	Howdon (Willington Quay.)	1		
1 $\frac{3}{4}$	<i>Junction with main road</i>	2 $\frac{1}{2}$		
	Tynemouth ...	1 $\frac{3}{4}$	9 $\frac{3}{4}$	

ALTERNATIVE ROUTE NO. 3 (VIA WILLINGTON QUAY). Reverse. Follow main road past North Shields (church) to Spring Gardens Inn (on *r.*), opposite which turn *l.* At large lamp, take lower *r.*-hand road, then straight forward and over rly. br., and at foot of hill turn *r.* along cobbles. (Straight on leads in a few yards, by steep descent, into river). At end of cobbles turn *l.* and forward (ferries to Jarrow on *l.* hand). At end bend *r.* uphill and under rly. br., then *l.* downhill and forward to junction with main road, where turn *l.* to Newcastle.

NOTE.—The main road and alternative No. 1 and Route 413 are all of almost equally good surface, any advantage being possessed by Route 413. This route (via Benton) is usually preferred by local riders on account of easier gradients, less traffic, and more attractive scenery.

Alternative No. 3 is merely given as a guide to the ferries from the N. to the S. side of the river.

There are also two ferries between North and South Shields. To reach these turn *r.* off main road at Albion Inn, Nile St., just before church at North Shields, and at rly. sta. turn *r.*, and take next turn *l.* at Borough Rd. down steep hill (requiring great care). At foot the direct ferry is straight in front (fares, $\frac{1}{2}$ d. each for passenger and cycle), the other (running to near South Shields Market Pl.) is a few yards to *r.* (fares, 1d. each for passenger and cycle). The latter ferry is recommended to cyclists, and runs every quarter-of-an-hour from 6.45 a.m. to 10.0 p.m., and every half-hour from 11.0 p.m. to 2.30 a.m. In reverse, ascend steep hill from ferry landing and at top turn *r.* then *l.* round rly. sta. and forward up Nile St. and join Tynemouth Road.

ROUTE 413.

NEWCASTLE-ON-TYNE TO TYNEMOUTH.

(Via Long Benton.)

Miles from Tynemouth.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
11 $\frac{1}{4}$	NEWCASTLE (Central Station.)	...	...	Following tramway along Grainger St. and Blackett St., turn $\angle$ with fork of lines up Northumberland St. (fair paving), and at fork of lines after passing St. Thomas's Ch., turn r . along Jesmond Rd. Bumpy surface but level run, with sharp descent after leaving tram terminus to Armstrong Br. over Jesmond Dene. Steady rise from br., bending $\angle$ on reaching cemetery and on to cross-roads (a pleasant variation may be had by turning r . just past cemetery, and at end of road $\angle$ up Benton Avenue to gate—normally closed—and out into main road; generally fair surface, distance about the same), where turn r . into Benton.
10	Jesmond	1 $\frac{1}{4}$		
9 $\frac{1}{4}$	<i>Jesmond Dene</i>	$\frac{3}{4}$		
7 $\frac{1}{2}$	Long Benton	1 $\frac{3}{4}$	3 $\frac{3}{4}$	
5 $\frac{1}{2}$	Benton Square	2		Good level run, crossing single tramway, to Benton Sq., then short rise and almost level to Holy-stone Inn.
5	Holystone P.H.	$\frac{1}{2}$	6 $\frac{1}{4}$	Crossing tramway bear r . at fork, and after bending $\angle$ cross another tramway and turn r . through Allotment over rly. br., and good easy run to New York. Thence gradual fall to Murton House Farm, where take $\angle$ -hand road, followed by slight fall for 1 m. when turn r . at d.p., along Morpeth and Shields main road, from which almost a dead level to Tynemouth. Shortly after passing through Preston turn $\angle$ at vicarage down Preston Avenue, and after a sharp fall and rise at Dolphin Inn keep straight on past Holy Saviour Ch., and down Percy Park to tram terminus, turning $\angle$ to the Aquarium. Excellent surface.
4 $\frac{1}{2}$	Allotment	$\frac{1}{2}$		
3 $\frac{1}{2}$	New York	1		
3 $\frac{1}{4}$	<i>Murton House Farm</i>	$\frac{1}{4}$		
1 $\frac{1}{2}$	Preston	1 $\frac{3}{4}$		
	Tynemouth ... (Aquarium.)	1 $\frac{1}{2}$	11 $\frac{1}{4}$	

NEWCASTLE TO TYNEMOUTH (VIA LONGBENTON). *Reverse.*—From tram terminus proceed up Percy Park, past Holy Saviour Ch., and straight on up Preston Avenue keeping r . to the vicarage; then turn r . and bear $\angle$ into Preston. Leaving village bend r ., and in $\frac{3}{4}$ m. turn $\angle$ at d.p., and then $\frac{3}{4}$ m. further r . again. At Allotment turn $\angle$ over tramway, and bear $\angle$ again at Holystone Inn. At Benton turn $\angle$ at cross-roads (or go through gate on $\angle$ on entering village, and take first turn r ., then $\angle$ on reaching main road), and forward over Armstrong Br., and on meeting tramlines follow same to end of Jesmond Rd. Turn $\angle$ with them down Barras Br. and Northumberland St.; at end turn r . along Blackett St., and (still following tramway) $\angle$ past Grey's Monument along Grainger St. to Central Station.

ROUTE 414.

NEWCASTLE-ON-TYNE TO WHITLEY.

Miles from Whitley.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
10	NEWCASTLE	...	...	Route 413 to d.p. after passing Murton House Farm, where keep straight forward, and immediately bend <i>l.</i> round corner and turn <i>r.</i> Thence straight on, with descending road, and rise, turn <i>l.</i> over rly. br. and then <i>r.</i> past church into Whitley. Good surface.
I	D.P. on Tynemouth Road	9		
	WHITLEY	I	10	

NEWCASTLE TO WHITLEY. *Reverse.*—Leaving Whitley bear *l.* past church, and *r.* immediately after crossing rly. At road-end bear *l.* and bend *r.* round corner, and then, joining Tynemouth Road, straight on by Route 413 (reverse) to Newcastle.

ALTERNATIVE ROUTE VIA NORTH SHIELDS.

Miles from Whitley.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
10 $\frac{1}{4}$	NEWCASTLE	...	...	Route 412 to North Shields Ch., where turn <i>l.</i> (keeping church on <i>r.</i>). In $\frac{1}{2}$ m. just beyond a gate, turn <i>r.</i> , and slight descent, followed by sharp fall and rise past Dolphin Inn. At cross-roads at church turn <i>l.</i> , and then forward by an easy road (avoiding road on <i>r.</i> at 2 $\frac{1}{4}$ m. to Cullercoats) past Marden, and on with rise over rly. and bend <i>r.</i> into Whitley. Excellent surface.
3	North Shields.	7 $\frac{1}{4}$		
$\frac{1}{2}$	Marden	2 $\frac{1}{2}$		
	WHITLEY	$\frac{1}{2}$	10 $\frac{1}{4}$	

NEWCASTLE TO WHITLEY (ALTERNATIVE ROUTE). *Reverse.*—At Whitley Ch. bear *l.*, keep straight on after crossing rly.; at cross-roads at Holy Saviour's Ch. turn *r.*, and keep *r.* at next fork. At road-end turn *l.*, and in $\frac{1}{2}$ m. turn *r.* and follow main road (Route 412, reverse) to Newcastle.

ROUTE 415. LONG BENTON TO PONTELAND.

(Via Dinnington.)

Miles from Ponteland.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
10 $\frac{1}{2}$	Long Benton...	...	...	At cross-roads at west end of village turn <i>l.</i> (if travelling from Newcastle) and straight on over

Route 415. **LONG BENTON TO PONTELAND**—*continued.*

<i>Miles from Ponteland.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
				good easy road, until sharp descent, and bear <i>l.</i> over Ouseburn by br. Thence a rather stiff climb over rly. br. at Gosforth Sta.; bear <i>r.</i> along Church Rd. ascending slightly to main North Road at tram terminus.
8 $\frac{3}{4}$	Gosforth (Tram Tenuinus.)	1 $\frac{3}{4}$	1 $\frac{3}{4}$	Turn <i>r.</i> along road (Route 1) to end of Gosforth Park, where <i>l.</i> at d.p. ("to Morley Hill") down a narrow country lane with rough surface. Cross waggon-way and forward to Dinnington; easy road, poor surface.
6 $\frac{1}{2}$	D.P. on North Road	2 $\frac{1}{4}$		
3 $\frac{1}{2}$	Dinnington	3	7	Turn <i>l.</i> through village and steady descent, keeping straight forward to Prestwick, where keep on across village green to junction with main road in $\frac{1}{2}$ m. Fair surface. Then turn <i>r.</i> and forward into Ponteland over excellent road.
2	Prestwick ..	1 $\frac{1}{2}$		
	PONTELAND (Diamond Inn.)	2	10 $\frac{1}{2}$	

LONG BENTON TO PONTELAND. *Reverse.*—Route 405 (reverse), and at 1 $\frac{1}{4}$ m. turn *l.* along country lane. Leaving Prestwick turn sharp *l.*, and bear *r.*, and keep straight forward into Dinnington. Turn *r.* past church, then forward to fork at 1 m. where bear *l.* to main North Road. Turn *r.* along same till tramlines are met, when turn *l.* down Church Rd., and *l.* on reaching rly. and crossing br. After crossing stone br. over Ouseburn turn *r.* and immediately *l.* and forward to Benton (cross-roads).

ROUTE 416. NEWCASTLE - ON - TYNE TO BLYTH.

<i>Miles from Blyth.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
14 $\frac{3}{4}$	NEWCASTLE	...	...	Route 413 to Holystone Inn, where keep straight forward over rising and falling road, ending in sharp rise to Earsdon.
8 $\frac{1}{2}$	Holystone P.H.	6 $\frac{1}{4}$		
7	Earsdon.....	1 $\frac{1}{2}$	7 $\frac{3}{4}$	Turning <i>r.</i> and then <i>l.</i> at the junction with the North Shields—Morpeth Road, and after proceeding along same for about 70 yds., at foot of sharp decline bear <i>r.</i> along a fair road with slight descent and rise. Then level past Holywell Dene, whence a sharp descent and ascent into Hartley, where Shields and Blyth main road is met and followed. Good surface.
4 $\frac{1}{2}$	Hartley	2 $\frac{1}{2}$	10 $\frac{1}{4}$	
	Blyth	4 $\frac{1}{2}$	14 $\frac{3}{4}$	Bear <i>l.</i> and follow Route 418 to Blyth.

NEWCASTLE-ON-TYNE TO BLYTH. *Reverse.*—Route 418 (reverse) to Hartley, where bear *r.* to Earsdon. Turn *r.* through village, and *l.* opposite church, and forward to Holy-stone, whence Route 413 (reverse) to Newcastle.

ROUTE 417. NORTH SHIELDS TO MORPETH.

<i>Miles from Morpeth.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
17	North Shields (Church.)	...	...	Leaving church on <i>r.</i> proceed N. along Preston Lane through Preston and straight on to road-end; then <i>r.</i> , and on turning the corner bear again <i>l.</i> (<i>r.</i> to Whitley); undulating run over rly. br. (Blyth and Tyne Rly.), then gentle rises to Earsdon. Good surface.
16½	Preston	½		
13¼	Earsdon.....	3¼	3¾	Passing village (on <i>l.</i>) keep <i>r.</i> at entrance of village and on descending sharp hill keep straight on (<i>r.</i> to Holywell Dene). After easy run over county br. to Holywell, turn <i>l.</i> at top of hill, thence a rise for ½ m. and along a level but indifferent road, passing entrance to Seaton Delaval Avenue (on <i>r.</i>) and over rly. at Seaton Delaval Sta.
12	Holywell	1¼		
10¾	Seaton Delaval Avenue....	1¼		1½ m. beyond Seaton Delaval village turn <i>l.</i> (straight on to Bedlington) to Shankhouse, where turn <i>r.</i> and in a short distance <i>l.</i> (d.p.), and straight forward over easy road along Plessey Checks for 2 m. Then turn <i>r.</i> and two steep descents, the latter of which is dangerous, to Hartford Br. (R. Blyth). Similar rise on opposite side, then a direct road, undulating, with one sharp fall and rise to Stobhill. Good surface.
9	Seaton Delaval.....	1¾	8	
7¼	Shankhouse	1¾		Thence forward down steep hill past Morpeth Rly. Sta., cross br. (R. Wansbeck), and turn <i>l.</i> up Bridge St. to Market Pl., Morpeth.
5	Hartford Bridge	2¼		
¾	Stobhill	4¼	16¼	
	MORPETH	¾	17	
	(Market Place.)			

NORTH SHIELDS TO MORPETH. *Reverse.*—Proceed down Bridge St., turn *r.* at church over R. Wansbeck, and after passing gaol keep *l.* up past rly. sta. At fork at Stobhill keep *r.*, very dangerous hill at Hartford Br., and at farmhouse ½ m. beyond turn *l.* and straight forward for 2 m. Turn *r.* (d.p.) and in 200 yds. *l.*, and after a bend *l.* turn again *r.*, thence straight on, bearing *l.* at Earsdon. 2 m. further bend *r.* and just round corner *l.* (d.p.), then straight through Preston, taking *l.*-hand road to North Shields.

ALTERNATIVE ROUTE VIA BEDLINGTON.

Miles from Morpeth.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
18	North Shields. ...	...	...	Route as above to Seaton Delaval; $1\frac{1}{4}$ m. beyond keep straight on instead of turning <i>L.</i> to Shankhouse. At 2 m. turn sharp to <i>r.</i> then bear <i>L.</i> at d.p. (<i>r.</i> to Bebside and Blyth), undulating road ending in a steep and rough descent to R. Blyth, and similar rise (surface bad) on opposite side into and through Bedlington.
10	Seaton Delaval.....	8		
		$2\frac{3}{4}$		
$6\frac{1}{2}$	Bedlington .	$\frac{3}{4}$	$11\frac{1}{2}$	At top of main street turn <i>r.</i> downhill, then undulating run past Choppington Sta. (level rly. crossing with gates), followed by descent and level run to Guide-post. Indifferent surface.
$5\frac{1}{4}$	Choppington Rly. Sta.	$1\frac{1}{4}$		
$4\frac{1}{4}$	Guide-post	1	$13\frac{3}{4}$	Turn <i>L.</i> at cross-roads and straight forward over excellent surface and slightly rising road to Stobhill, where, joining above route, bear <i>r.</i> and follow same to Morpeth.
$2\frac{1}{2}$	Shadfen	$1\frac{3}{4}$		
$\frac{1}{2}$	Stobhill	$1\frac{1}{2}$		
	MORPETH	$\frac{3}{4}$	18	

NORTH SHIELDS TO MORPETH (ALTERNATIVE ROUTE). *Reverse.*—Route as above (reverse) to Stobhill, where bear *L.* at fork. Keep straight on to Guide-post, where turn *r.* at cross-roads; on reaching Bedlington turn *L.* down main street and very dangerous hill. After crossing river keep *r.* uphill and 1 m. further turn very sharply to *L.*, then as in above route (reverse).

ROUTE 418. TYNEMOUTH TO BLYTH.

Miles from Blyth.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
9	Tynemouth ...	...	...	Good level run along Promenade to Cullercoats, and after passing Lookout House bear <i>L.</i> , short fall and rise, then bear <i>r.</i> to Whitley.
8	Cullercoats	1		
$7\frac{1}{4}$	Whitley	$\frac{3}{4}$	$1\frac{3}{4}$	Keep straight forward through old Whitley, and before reaching church bear <i>r.</i> down to coast (d.p.), then undulating road. Keeping by the sea, along Whitley Links and forward to Hartley, passing through which, keep by the coast to Seaton Sluice, crossing new county br. Good surface.
6	Briar Dene	$1\frac{1}{4}$		
$4\frac{1}{2}$	Hartley	$1\frac{1}{2}$		
$3\frac{3}{4}$	Seaton Sluice	$\frac{3}{4}$	$5\frac{1}{4}$	Level road hugging the coast, surface deteriorating as Blyth is reached, entering which bear <i>r.</i> at fork to Star and Garter Hotel.
	Blyth	$3\frac{3}{4}$	9	
	(Star and Garter Hotel.)			

TYNEMOUTH TO BLYTH, Reverse.—Forward to Hartley, where bear *l.* in village, and straight on, keeping to coast to Whitley. Bear *l.* into main street, then, at end, bear *l.* and *r.* into Cullercoats, and straight along sea front to Tynemouth Aquarium.

ROUTE 419. BEDLINGTON TO BLYTH.

Miles from Blyth.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
4½	Bedlington (Parish Church.)	...	...	Descending steep hill through village cross river, and ascending hill on opposite side turn <i>l.</i> to Bebside, crossing rly. on level at sta., then a direct road, with slightly falling gradient, into Blyth. Fair surface.
	⌄			
2½	Bebside (Railway Station.)	1½		
2	Cowpen Blyth	½ 2	4½	

BEDLINGTON TO BLYTH, Reverse.—Leaving Blyth by main thoroughfare turn *l.* at windmill, and forward through Cowpen and Bebside to junction with main road, where turn *r.* to Bedlington.

ROUTE 420.

BLYTH TO NEWBIGGIN-BY-THE-SEA.

NOTE.—The following is the direct route between the two places, but, so far as road surface is concerned, an incomparably better route is to follow Route 419 (reverse) to Bedlington, where turn *r.* at top of main street, and follow Route 421 to Newbiggin. Total distance, 12½ m.

Miles from Newbiggin.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
5½	Blyth (Star and Garter.)	...	...	Straight on to ferry over R. Blyth (a small steamer, toll, passenger and cycle, 2d.) to Boca Chica, thence rough stony road along the coast to Cambois. Here another ferry (small boat, fare, passenger and cycle, 2d.) crosses R. Wansbeck, leaving which bad, unrideable road for ¾ m. to North Seaton. Turn <i>r.</i> and easy road with fair surface to Newbiggin.
4½	Boca Chica	1		
2½	Cambois.....	1½		
1½	North Seaton	1		
	NEWBIGGIN..... (Old Ship.)	1½	5½	

BLYTH TO NEWBIGGIN-BY-THE-SEA, Reverse.—Turn *r.* to North Seaton, where *l.* to ferry (fare, passenger and cycle, 2d.) to Cambois. Thence keep along coast to Boca Chica, where again ferry (fare, passenger and cycle, 2d.) to Blyth. From ferry-landing turn *l.* and forward to Star and Garter Hotel.

ROUTE 421. NEWCASTLE - ON - TYNE TO NEWBIGGIN - BY - THE - SEA.

<i>Miles from Newbiggin.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
20 $\frac{1}{2}$	NEWCASTLE	...	...	Route 1 to Seaton Burn, $\frac{1}{2}$ m. past which turn <i>r.</i> over level road for $\frac{1}{2}$ m. At d.p. ("to Bedlington") turn <i>l.</i> , then long easy undulations, ending in two steep descents, the second dangerous, to Hartford Br. (Plessey Woods on <i>l.</i>). Good surface.
13 $\frac{1}{2}$	Turning from North Road	7		
	↓			
9 $\frac{3}{4}$	Hartford Bridge	3 $\frac{3}{4}$	10 $\frac{3}{4}$	Ascending steep hill on opposite side turn <i>r.</i> half-way up, then good undulating road, with short stiff rise to Bedlington.
	↑			
8	Bedlington	1 $\frac{3}{4}$	12 $\frac{1}{2}$	Continue straight forward, easy run down to Choppington Rly. Sta. (level rly. crossing with gates), followed by sharp descent, then level to Guide-post. Keep straight on down steep hill to Sheepwash Gardens. Good surface.
6 $\frac{3}{4}$	Choppington Rly. Sta.	1 $\frac{1}{4}$		
5 $\frac{3}{4}$	Guide-post	1		
	↓			
5 $\frac{1}{4}$	Sheepwash	$\frac{1}{2}$	15 $\frac{1}{4}$	Turn <i>l.</i> over br. (a) (R. Wansbeck), and ascending steep hill bear <i>r.</i> and at road-end opposite cottages turn <i>r.</i> , and level run to Ashington. Similar road to Woodhorn, where turn <i>r.</i> at letter-box to Newbiggin. Indifferent surface.
	↑			
4	Ashington	1 $\frac{1}{4}$		
1 $\frac{1}{4}$	Woodhorn	2 $\frac{3}{4}$		
	NEWBIGGIN	1 $\frac{1}{4}$	20 $\frac{1}{2}$	
	(Old Ship Inn.)			

NEWCASTLE TO NEWBIGGIN-BY-THE-SEA. *Reverse.*—Forward to Woodhorn, where bear *l.* at letter-box, after passing church. $\frac{3}{4}$ m. past Ashington turn *l.* at cottages, cross R. Wansbeck, and turn *r.* to Guide-post. Keep straight forward to and past Bedlington, and on nearing Hartford Br. turn *l.* on meeting Morpeth Rd., down steep dangerous hill to Hartford Br. Straight on to 3 $\frac{1}{4}$ m., where turn *r.* at d.p., and on reaching North Road turn *l.* and follow Route 1 (reverse) to Newcastle.

NOTE.—(a) In the Spring of 1895 Sheepwash Br. was destroyed, and up to the time of the publication of this volume, a strong wooden bridge had been doing temporary duty for foot passengers and vehicles until the bridge is rebuilt.

ROUTE 422. MORPETH TO NEWBIGGIN-BY-THE-SEA.

<i>Miles from Newbiggin.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
8 $\frac{1}{4}$	MORPETH	...	...	Proceed down Bridge St., bear <i>l.</i> at foot, then <i>r.</i> from Howard Terrace corner. Thence long,
	(Market Place.)			

Route 422. MORPETH TO NEWBIGGIN-BY-THE-SEA

—continued.

Miles from Newbiggin.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
7½	↑ Quarry Bank ...	¾		stiff climb up Quarry Bank. From top turn <i>r.</i> past Pegswood and dangerous descent to Bothal Castle, and at church turn <i>l.</i> up steep hill, shortly after joining road from Sheepwash. Poor surface.
6	⌄ Pegswood	1½		
	↓			
4¾	Bothal Castle	1½		
	↑			Keep straight on following Route 421 to Newbiggin.
4	Function with Sheepwash Road	¾		
	NEWBIGGIN	4	8½	

MORPETH TO NEWBIGGIN-BY-THE-SEA. *Reverse.*—Route 421 (reverse) to ¾ m. past Ashington, where keep straight forward and turn *r.* at Bothal Ch. After passing colliery “drift” at Pegswood turn *l.*, and in ¼ m. turn *r.* down Quarry Bank. On reaching Morpeth turn *l.* at Howard Ter. Corner, bear *r.* up Bridge St. to Market Pl.

ALTERNATIVE ROUTE VIA LONGHIRST.

Miles from Newbiggin.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
10	MORPETH	...	...	Above route to top of Quarry Bank, from which keep straight forward to Longhirst. Turn <i>r.</i> shortly after passing church and over rly. by level crossing (with gates), then easy run to Woodhorn where direct road is joined. Fair surface. Route 421 to Newbiggin.
	↑			
9½	Quarry Bank ...	¾		
7	Longhirst	2½		
6	Level Crossing	1		
1½	Woodhorn	4¾		
	NEWBIGGIN	1½	10	

ALTERNATIVE ROUTE. *Reverse.*—Route 421 (reverse) to Woodhorn, where keep straight on after passing church, and on reaching Longhirst turn *l.* to church, then straight forward to dangerous descent of Quarry Bank, where direct road is joined to Morpeth.

ROUTE 423. NEWBIGGIN - BY - THE - SEA TO ALNMOUTH.

Miles from Alnmouth.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
17 $\frac{1}{4}$	NEWBIGGIN..... (Old Ship.)	...	...	From N. of village take road to <i>L.</i> ; easy run to Woodhorn, where keep straight on and at 1 $\frac{1}{2}$ m. turn <i>r.</i> to Ellington; indifferent surface. Turn <i>L.</i> through village, and immediately <i>r.</i> at fork, and <i>L.</i> at fork in $\frac{1}{4}$ m., then level run with improving surface to Widdrington.
16	Woodhorn.....	1 $\frac{1}{4}$		
13 $\frac{3}{4}$	Ellington	2 $\frac{1}{4}$		Turn <i>r.</i> at cross-roads on leaving village, then straight forward by a good easily undulating road until nearing Warkworth, when, at road-end, turn <i>r.</i> and bend <i>L.</i> with sharp rise into Warkworth.
10 $\frac{3}{4}$	Widdrington	3	6 $\frac{1}{2}$	
7 $\frac{1}{4}$	Broomhill Colliery Railway Station ...	3 $\frac{1}{2}$		Steep descent to br. over R. Coquet, then sharply undulating road, keeping straight forward until cross-roads on nearing Lesbury, when turn <i>r.</i> , and forward over level road crossing R. Aln into Alnmouth. Fair surface.
4	Warkworth	3 $\frac{1}{4}$	13 $\frac{1}{4}$	
	↓			
3 $\frac{3}{4}$	Birling	$\frac{1}{4}$		
$\frac{3}{4}$	Cross-roads	3		
	ALNMOUTH	$\frac{3}{4}$	17 $\frac{1}{4}$	

NEWBIGGIN-BY-THE-SEA TO ALNMOUTH. *Reverse.*—Cross R. Aln, and at cross-roads in $\frac{3}{4}$ m. turn *L.*; thence keep straight on to Warkworth. Leaving, take second turn *L.* after sharp bend *r.*, then straight forward at all crossings to Widdrington. At cross-roads turn *L.* into village, bear *L.* into Ellington and *r.* in 100 yds., and $\frac{3}{4}$ m. further turn *L.* and straight on to Newbiggin.

ROUTE 424. MORPETH TO COLDSTREAM.

Miles from Coldstream.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
44 $\frac{1}{2}$	MORPETH	...	...	Route 1 to Warrener's Ho. (Northgate).
	(Market Place.)			
42 $\frac{1}{4}$	Northgate.....	2 $\frac{1}{4}$	2 $\frac{1}{4}$	Turn <i>L.</i> and sharply undulating run over moorland, chiefly uphill, thence a steep fall and rise into Long Horsley. Fair surface.
	↓	3		
38	Long Horsley	1 $\frac{1}{4}$	6 $\frac{1}{2}$	Bear <i>r.</i> at d.p. and over good easy road, with sharper rise to top of Weldon Hill, a long steep descent with a very dangerous bend to br. at foot. Crossing R. Coquet keep straight on up steep hill (<i>L.</i> to Rothbury), then easier, but still rising, to Long Framlington. Good macadam surface.
	⌵			
35 $\frac{1}{2}$	Weldon Bridge	2 $\frac{1}{2}$		
	(Anglers' Arms.)			
	↑			
	⌵			

Route 424. MORPETH TO COLDSTREAM—continued.

<i>Miles from Coldstream.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
33½	Long Framlington	2	11	Continue forward through village (<i>l.</i> to Rothbury) and keep <i>l.</i> after leaving down slight descent, then steady "collar-work" over wild moorland, then 1½ m. fairly level to crossing Alnwick—Rothbury Road. Thence short steep fall and rise passing on <i>l.</i> disused road to Whittingham, then a splendid run down, for 2 m., through Roughley and Broad Woods, followed by a slight rise and fall to Bridge of Aln with excellent surface. From here to Coldstream the surface is excellent.
29½	<i>Crossing Alnwick—Rothbury Road</i>	4		
27	Ravensworth Arms P.H.	2½		Steady rise, gradually becoming steeper, for 1 m., then undulating run, with long easy descent to Powburn. Passing rly. sta. and crossing br. over R. Breamish good though slightly rising road to Wooperton Sta. (near which, on <i>l.</i> , is the battlefield of Hedgeley Moor), then undulating run alongside rly. to br. over rly. at Ilderton Sta. Sharp descent and rise, then excellent almost level road by side of rly. until within ½ m. of Wooler, when rly. br. causes a rise and fall. Thence keep to <i>r.</i> at stone br. over Wooler Water past the rly. sta.
25½	Bridge of Aln (Inn.)	1½	19	
22½	Powburn	3¼		
20¾	Wooperton Rly. Sta....	1½		
18	Ilderton Railway Sta.	2¾		
14¼	Wooler (Railway Station.)	3¾	30¼	
11½	Akeld	2¾	33	
8½	Millfield (Flodden Field, 38¼ m.)	3	36	Turn <i>r.</i> to rly. sta., crossing rly. and R. Glen, and after a slight rise, beautiful level run and excellent surface over Millfield Plain (the bed of the pre-historic Glendale Lake) to Millfield; just past which a road on <i>l.</i> leads to Flodden Field (2 m.).
5½	Crookham	3		
5	Pallinsburn	½		Keeping straight forward, similar road to Crookham, where turn <i>l.</i> with stiff ascent past Pallinsburn. Thence undulating and then level, and 2 m. further turn <i>r.</i> along undulating road with sharp descents under rly. br. to Cornhill. Fair surface.
1½	Cornhill	3½	43	Turn <i>l.</i> through village, and on passing Collingwood Arms turn <i>r.</i> at d.p. (<i>l.</i> goes to Kelso on south side of Tweed), then wide, level, and excellent road to br. over R. Tweed into Scotland. Turn <i>l.</i> and gradual ascent into Coldstream.
½	Tweed Bridge	1		
	COLDSTREAM	½	44½	

MORPETH TO COLDSTREAM. *Reverse.*—Leaving Coldstream by Cornhill Road, cross R. Tweed, and entering Cornhill turn *l.* through village. At rly. sta. turn *r.* and cross rly. and forward to Crookham. Turn *r.* after passing Blue Bell Inn, and at Akeld

turn *L.* after crossing rly. br. At Wooler keep straight forward past rly. sta., whence a perfectly direct road straight on to Long Horsley. Turn *L.* on entering village, and on joining North Road at Northgate bear *r.* and direct run into Morpeth.

ROUTE 425. MORPETH TO ROTHBURY AND ALWINTON.

<i>Miles from Alwinton.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate</i>	<i>Total.</i>	
25 $\frac{1}{4}$	MORPETH	...	...	Route 424 to Weldon Bridge, where turn <i>L.</i> , and rough undulating run to Brinkburn, frequently requiring care at short sharp hills. Closed gate across road, but opening large enough for bicycles on <i>L.</i> hand. Sharply undulating run, with better surface, to Pauperhaugh, into which there is a steep dangerous descent.
16 $\frac{1}{4}$	Weldon Bridge	9		
	↓			
14 $\frac{3}{4}$	Brinkburn	1 $\frac{1}{2}$		
	↓			Keep <i>r.</i> at foot, and after an undulating run along a road with a loose surface there is a steady rise to Cragend, whence two long steep descents to main entrance to Cragside. Then forward with sharp rise and fall into Rothbury.
13 $\frac{1}{2}$	Pauperhaugh	1 $\frac{1}{4}$	11 $\frac{3}{4}$	
12 $\frac{1}{2}$	Cragend	1 $\frac{1}{4}$		
	↓			
11	Cragside	1 $\frac{1}{4}$		Keep straight on up Front St. and follow single telegraph wire (which continues to Alwinton); undulating run with steep dangerous descent, bearing <i>L.</i> at Cross Keys Inn into Thropton. Steady rise through village, afterwards easier, then undulating to Flotterton, where keep straight on (d.p. <i>L.</i> to Hepple) up a very stiff rise.
10 $\frac{1}{4}$	Rothbury	1 $\frac{3}{4}$	15	
	(Queen's Head Hotel.)			
8 $\frac{1}{2}$	Thropton	1 $\frac{3}{4}$		
	↓			Excellent undulating road until near Sharperton, when a rough, dangerous, and very steep descent to hamlet. Cross R. Coquet and keep <i>r.</i> (<i>L.</i> to Holystone), then two steep rises and falls, and short rise into Harbottle (Castle ruins on <i>r.</i>). Straight on, with easy road until reaching plantation, when steep descent to R. Coquet, and easy run into Alwinton. Good surface.
6 $\frac{1}{4}$	Flotterton	2 $\frac{1}{4}$	19	
	↓			
3 $\frac{1}{4}$	Sharperton	3		
	↓	$\frac{1}{2}$		
	↓	1		
1 $\frac{1}{2}$	Harbottle	$\frac{1}{4}$		
	↓	$\frac{1}{2}$		
	ALWINTON	1	25 $\frac{1}{4}$	

MORPETH TO ROTHBURY AND ALWINTON. Reverse.—Leaving by road to E., keep *r.* to Coquet Br. Leaving Harbottle take *r.*-hand road, and a direct road to Rothbury. After leaving town keep *r.* at fork (d.p. *L.* to Alnwick), and after climbing hill from Pauperhaugh, again keep *r.* (*L.* to Long Framlington). Join Wooler Road at Weldon Bridge, and turning *r.* follow Route 424 (reverse) to Rothbury.

ROUTE 426. ALWINTON TO WHITTINGHAM AND BRIDGE OF ALN.

<i>Miles from Br. of Aln.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
12 $\frac{1}{4}$	ALWINTON	...	...	Leaving Alwinton cross R. Coquet and immediately turn <i>l.</i> up long steep hill with bad surface. After passing Newton Farmhouse turn <i>r.</i> , and a good straight run for 2 $\frac{1}{2}$ m. ending in a steep descent to Netherton, crossing a stream (footbridge at side).
10 $\frac{1}{4}$	Newton Farm	2		
7 $\frac{1}{4}$	Netherton	3	5	Passing through village, turn sharp <i>l.</i> (<i>r.</i> to Rothbury), and in $\frac{1}{2}$ m. cross small stream (footbridge at side), then long steady rise to "The Pike," a ruined cottage. Thence an easily undulating run, keeping <i>l.</i> at 2 $\frac{1}{4}$ m. (<i>r.</i> to Yetlington, $\frac{1}{2}$ m.), with steady descent into Whittingham. Good surface.
6 $\frac{1}{4}$	Netherton Pike	1		
	(Yetlington 7 $\frac{3}{4}$ m.)			
1 $\frac{1}{2}$	Whittingham	4 $\frac{3}{4}$	10 $\frac{3}{4}$	Proceed straight on through village, bearing <i>r.</i> at end, over R. Aln, and less than $\frac{1}{2}$ m. past br. turn <i>l.</i> , and easy run, with good surface, to junction with Morpeth—Wooler Road at Bridge of Aln Inn.
	BRIDGE OF ALN	1 $\frac{1}{2}$	12 $\frac{1}{4}$	
	(Inn.)			

ALWINTON TO WHITTINGHAM AND BRIDGE OF ALN. *Reverse.* — Turning W. from Wooler Road at Bridge of Aln Inn turn sharp *r.* in 1 m., and bear *l.* after crossing R. Aln, straight through Whittingham. 1 m. after leaving village bear *l.* at park wall, and forward to Netherton. Turn sharp *r.* in village, pass through same, cross stream, and forward to junction with road from Harbottle, when turn *r.* over br. into Alwinton.

ROUTE 427. ROTHBURY TO OTTERBURN.

<i>Miles from Otterburn.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
15	ROTHBURY	...	...	Route 425 to Flotterton, where bear <i>l.</i> at d.p. with undulating run gradually descending to Hepple. Good surface, but sometimes loose.
11	Flotterton	4		
9 $\frac{1}{2}$	Hepple	1 $\frac{1}{2}$	5 $\frac{1}{2}$	Bearing <i>l.</i> through village, slight descent to br. over R. Coquet, at the opposite end of which turn <i>r.</i> , and direct forward over smartly undulating road, with fair surface for 2 $\frac{1}{4}$ m. Then turn <i>r.</i> over br. over burn and level road, but almost unride-
4 $\frac{3}{4}$	↑			

Route 427. **ROTHBURY TO OTTERBURN**—*continued.*

<i>Miles from Otterburn.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
	$\nearrow$ $\downarrow$	5 $\frac{1}{4}$		able owing to the prevalence of loose stones, for 1 m., when begins the long ascent of Elsdon Common, with a long, steep, and, at foot, dangerous descent into Elsdon. Variable surface, occasionally rough and stony in places.
3	Elsdon	1 $\frac{1}{4}$	12	Turning <i>r.</i> into village, keep straight forward across village green, leaving by opposite corner, then a sharply undulating run with good surface to the junction with the "Carter" Road at 2 $\frac{1}{4}$ m., whence a steep dangerous descent into Otterburn. Fair surface.
	$\nearrow$ $\downarrow$			
	OTTERBURN	3	15	

ROTHBURY TO OTTERBURN. *Reverse.*—Leaving Otterburn by Newcastle Road bear *l.* at fork at $\frac{3}{4}$ m. At Elsdon keep straight on round village green, and crossing small stone br. turn *l.* uphill. Keep to main road until br. over Coquet is reached, when cross same to Hepple. Bear *r.* through village and *l.* on leaving, and at Flotterton bear *r.* (d.p.) and follow Route 425 (reverse) to Rothbury.

ROUTE 428. ROTHBURY TO WARKWORTH.

<i>Miles from Warkworth</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
16 $\frac{1}{2}$	ROTHBURY	...	...	Route 425 (reverse) to Pauperhaugh, after passing which take first turn <i>l.</i> Steadily rising road, bearing <i>r.</i> in $\frac{1}{2}$ m., then short descent to Healeycoote, and long toilsome climb to Long Framlington. Fair surface.
	(Queen's Head.)			
13 $\frac{1}{4}$	Pauperhaugh	3 $\frac{1}{4}$		
12 $\frac{1}{4}$	Healeycoote	1		
11	Long Framlington	1 $\frac{1}{4}$	5 $\frac{1}{2}$	On reaching main road turn <i>r.</i> down same for $\frac{1}{4}$ m., then <i>l.</i> at d.p. ("to Felton"), and steady descent with fair surface until sharp turn <i>l.</i> round cottage and steep rough descent to br. Similar rise to Swarland, leaving which bear <i>r.</i> at fork, and excellent run down to Felton.
	$\downarrow$	1 $\frac{1}{2}$		
	$\uparrow$			
9	Swarland	$\frac{1}{2}$		
7	Felton	2	9 $\frac{1}{2}$	Crossing br. ascend steep hill, and near top turn sharp round <i>l.</i> (d.p.), and steep fall and rise to East Thurston. $\frac{3}{4}$ m. further turn sharp <i>l.</i> (d.p.), and shortly after <i>r.</i> to Acklington. Bad "rutty" surface. Telegraph wires from Felton.
	(Bridge.)			
	$\uparrow$			
	$\downarrow$			
6	East Thurston	$\frac{1}{2}$	$\frac{1}{2}$	

Route 428. ROTHBURY TO WARKWORTH—*continued.*

Miles from Warkworth	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
3 $\frac{1}{4}$	Acklington	2 $\frac{3}{4}$	13 $\frac{1}{4}$	Passing through village turn <i>l.</i> at blacksmith's shop (d.p.), and shortly after <i>r.</i> (d.p.), and on over a level but poor surface to Morwick Farm, from which a sharp descent to stream (foot-bridge at side) and similar rise, and $\frac{3}{4}$ m. further road bears <i>l.</i> (d.p.) and level to Warkworth. Inferior surface.
1 $\frac{3}{4}$	Morwick	1 $\frac{1}{2}$		
	↓ WARKWORTH	1 $\frac{3}{4}$	16 $\frac{1}{2}$	

ROTHBURY TO WARKWORTH. *Reverse.*—Proceeding towards Castle turn *l.* at top of main street, and in $\frac{1}{4}$ m. bear *r.* and forward until within $\frac{1}{2}$ m. of Acklington. At fork bear *r.*, and in 200 yds. *l.* (d.p.); then at blacksmith's shop *r.*, through village. Leaving Acklington bear *l.* and *l.* again where road crosses rly., crossing line, however, in 300 yds.; 1 $\frac{1}{2}$ m. further turn *l.* down slope, then sharp *r.* to East Thurston. After crossing br. bear *r.* and forward to North Road, where turn *r.* to Felton. Crossing br., turn immediately *l.*, and then *r.* at fork, and direct forward to Long Framlington. Opposite New Inn turn *l.*, and on to Pauperhaugh, where Weldon Bridge Road is joined, whence follow Route 425 to Rothbury.

ROUTE 429. FELTON TO WELDON BRIDGE.

Miles from Weldon Br.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
4	FELTON	...	...	Route 1 (reverse) to d.p. at 1 m., when turn <i>r.</i> , then a winding level road, with fair surface, until Morpeth—Wooler Road is met, when turn <i>r.</i> and steep dangerous descent to Weldon Bridge.
	↑ D.P. on North Road	1		
3 $\frac{1}{2}$	Junction with Wooler Rd.	2 $\frac{1}{2}$		
	↓ WELDON BRIDGE	$\frac{1}{2}$	4	

FELTON TO WELDON BRIDGE. *Reverse.*—Proceed S. from br. for $\frac{1}{2}$ m., when turn *l.* at d.p. On reaching North Road, turn *l.* to Felton.

ROUTE 430. ALNWICK TO HEXHAM.

Miles from Hexham.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
42 $\frac{3}{4}$	ALNWICK..... (Hotspur Tower.)	...	...	From tower keep <i>L.</i> up Market Pl., then forward up Clayport St., and long steep ascent of Clayport Bank out of town. Thence slightly rising but excellent road to Lemington Bank Top, whence a very steep and dangerous descent past Edlingham Sta. Rather loose and undulating run, crossing Newcastle—Wooler Road, after which a succession of steep ascents to the top of Rimside Moor; indifferent surface. From the summit a fine view may be obtained. Easy descents for 1 $\frac{1}{4}$ m. to Debdon Banks, which are unrideable, being exceptionally steep and rough. Passing Cragside on <i>L.</i> keep straight forward into Rothbury.
37 $\frac{3}{4}$	Edlingham Rly. Sta....	4 $\frac{1}{4}$	3 $\frac{3}{4}$	
35 $\frac{1}{2}$	Crossing Newcastle— Wooler Road.....	2 $\frac{1}{4}$		
34 $\frac{1}{2}$	↑			
	↓	2 $\frac{1}{4}$		
31	Rothbury..... (Queen's Head Hotel.)	2 $\frac{1}{4}$	11 $\frac{3}{4}$	
29 $\frac{1}{2}$	↑			
	↓	2		
27	Forestburngate.....	2		
25 $\frac{3}{4}$	Coldrife.....	1 $\frac{1}{4}$		
24 $\frac{1}{4}$	Ewesley Railway Sta..	1 $\frac{1}{2}$		Turn <i>L.</i> opposite Queen's Head Hotel, along Bridge St. and over R. Coquet, and immediately <i>L.</i> with steady climb past rly. sta. Just past sta. bear slightly <i>r.</i> , then long rough, and at times steep, ascent, followed by sharp loose descent, where bear <i>L.</i> ; then an undulating run to Forestburngate. Long steady climb to Coldrife, followed by a series of long sweeping undulations, occasionally steep, to Longwitton Sta. Passing Rothley Lake, keep straight on at cross-roads, and, having on <i>L.</i> Rothley Crag (surmounted by artificial ruins erected by Sir W. C. Blackett in the last century), up short ascent, and down rough steep hill. Having Rothley village on <i>L.</i> , forward to Scots' Gap Sta. At road-end turn <i>r.</i> over rly. to Cambo, turning <i>L.</i> uphill to village. Fair surface.
22 $\frac{3}{4}$	Longwitton Rly. Sta....	1 $\frac{1}{2}$		
21 $\frac{1}{2}$	Rothley Crag.....	1 $\frac{1}{4}$		
	↓			
21 $\frac{1}{4}$	Rothley.....	$\frac{1}{4}$		
20 $\frac{1}{4}$	Scots' Gap Rly. Sta. ...	I		
19	Cambo..... (Church.)	1 $\frac{1}{4}$	23 $\frac{3}{4}$	
18	Wallington Hall.....	I		
	↓			
16 $\frac{1}{4}$	Crossing Newcastle— Jedburgh Road.....	1 $\frac{3}{4}$		
15 $\frac{3}{4}$	Kirkharle.....	$\frac{1}{2}$		Passing church bear <i>L.</i> at junction of roads, and pleasant run through plantation, and after passing Wallington Hall sharp descent to br. $\frac{1}{2}$ m. beyond turn sharp <i>L.</i> , and in similar distance <i>r.</i> to crossing of Newcastle—Jedburgh Road. Keep straight forward till within sight of Kirkharle, but turn <i>L.</i> before reaching hamlet, and in $\frac{1}{4}$ m. turn <i>r.</i> Good easy descent past Thriewell, and after passing plantation turn <i>L.</i> , then gradually rising road to Steel Rigg, where turn <i>r.</i> ; thence good undulating road to Five Lane Ends (with fine view of Hallington reservoir on <i>L.</i>).
14 $\frac{1}{2}$	Thriewell.....	1 $\frac{1}{4}$		
13 $\frac{1}{4}$	Hillhead.....	1 $\frac{1}{4}$		
13	Steel Rigg.....	$\frac{1}{4}$		
11 $\frac{3}{4}$	Hornilton.....	1 $\frac{1}{4}$		
	↓			
9 $\frac{1}{4}$	Colwell.....	2 $\frac{1}{2}$		
8 $\frac{1}{2}$	Five Lane Ends.....	$\frac{1}{4}$	34 $\frac{1}{4}$	
				Crossing Watling Street keep straight on (d.p.) at cross-roads at 1 $\frac{1}{4}$ m., with gradual descent and

Route 430.

ALNWICK TO HEXHAM—continued.

<i>Miles from Hexham.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
6 $\frac{1}{4}$	Chollerton..... (Church.)	2 $\frac{1}{4}$		good road to Chollerton. Turn <i>l.</i> after passing church, and keep <i>r.</i> after passing under rly., and an easy undulating run, crossing Newcastle—Carlisle Road at Low Brunton, to Wall. Long and fairly steep descent through village, then easier until nearing R. Tyne, when turn sharp <i>l.</i> , and in 1 m. cross br. into Hexham. Keeping forward over rly. turn <i>l.</i> and sharp <i>r.</i> up Priestpoppole to Market Pl. Good surface; macadam in Hexham.
4 $\frac{3}{4}$	Low Brunton	1 $\frac{1}{2}$		
4	Wall ↓	$\frac{3}{4}$		
	HEXHAM (Market Place.)	4	42 $\frac{3}{4}$	

ALNWICK TO HEXHAM. Reverse.—From S. end of Market Pl. turn *l.* down Priestpoppole, and at foot of hill turn *l.*, and over rly. and river, and, after crossing R. Tyne, bear *l.* At Chollerton turn *l.* at church, and immediately *l.*, and forward to Five Lane Ends, where take opposite *l.*-hand road (d.p.). At Steel Rigg turn sharp *l.*, and at next cross-roads *r.*, then *r.* again at Kirkharle. Forward over next cross-roads, then winding run to Cambo, in which turn *r.* to church. Here bear *l.* and *r.* at foot of hill, then forward to Scots' Gap Sta., where turn *l.* Bear *l.* before reaching Rothley, then a direct run to Forestburngate, where turn sharp *l.*, and in 1 m. *r.* at cross-roads. Entering Rothbury turn *r.* over br., and *r.* again opposite Queen's Head Hotel, and at d.p. in $\frac{1}{2}$ m. bear *l.* Thence direct forward to Alnwick, which enter by Clayport Bank and Clayport St., to Market Pl. and Hotspur Tower.

ROUTE 431. ALNWICK TO ALNMOUTH.

<i>Miles from Alnmouth.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
4 $\frac{3}{4}$	ALNWICK..... (Hotspur Tower.)	...	...	Proceeding S. past rly. sta. bear <i>l.</i> at fork (d.p.), and easy undulating road past Alndike to br. over R. Aln. Thence a steep climb, followed by level stretch and sharp descent, frequently rough, to Hawkhill, and sharp corresponding rise. Thence fairly level, and sharp fall and rise to Lesbury. Good surface.
3 $\frac{1}{4}$ 2 $\frac{3}{4}$	Alndike ↑	1 $\frac{1}{2}$		
2 $\frac{1}{4}$ 1 $\frac{1}{2}$	Hawkhill ↓ Lesbury..... (Bridge.)	I I	3 $\frac{1}{2}$	
	ALNMOUTH	1 $\frac{1}{4}$	4 $\frac{3}{4}$	

Entering village, turn *r.* over br., and at top of rise bear *l.* to cross-roads, where turn *l.* (forward to Warkworth), and over level road, re-crossing R. Aln into Alnmouth. Poor surface.

ALNWICK TO ALNMOUTH. *Reverse.*—Crossing R. Aln, at cross-roads in $\frac{3}{4}$ m. turn *r.*, and after crossing Lesbury Br. bear *l.* and direct forward road to Alnwick.

ROUTE 432. ALNWICK TO BAMBURGH.

Miles from Bamburgh.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
18 $\frac{1}{4}$	ALNWICK.....	...	...	Route 1 to North Charlton, where turn <i>r.</i> immediately after crossing stream. $\frac{1}{4}$ m. beyond Tinely Farm turn <i>r.</i> at cross-roads, and straight on past Ellingham School to Preston Towers. Just beyond take first turn <i>l.</i> and then straight on to Chathill Rly. Sta.; cross rly. and follow telegraph wires by a winding road through Swinhoe to North Sunderland. Easily undulating or level, with good surface throughout.
11 $\frac{1}{2}$	North Charlton	6 $\frac{3}{4}$		
11	Tinely Farm	$\frac{1}{2}$		
9 $\frac{1}{4}$	Preston Towers	1 $\frac{3}{4}$		
8 $\frac{1}{4}$	Chathill Railway Sta...	1		
6 $\frac{1}{2}$	Swinhoe.....	1 $\frac{3}{4}$		
3 $\frac{1}{2}$	North Sunderland	3	14 $\frac{3}{4}$	
	(Church.)			
3	Sea Houses	$\frac{1}{2}$		Keep straight forward through village to Sea Houses, where turn <i>l.</i> along the sea banks, with a good level road and fine view of the Farnes, to Bamburgh.
1 $\frac{1}{2}$	Monk's House	1 $\frac{1}{2}$		
	BAMBURGH	1 $\frac{1}{2}$	18 $\frac{1}{4}$	
	(Castle.)			

ALNWICK TO BAMBURGH. *Reverse.*—Taking coast road to south, keep by sea to Sea Houses, where turn *r.*; straight forward through North Sunderland, and then following telegraph wires to Chathill Rly. Sta. Cross rly., and in 1 m. turn *r.* by Preston Towers, then straight forward to junction with North Road at North Charlton, when turn *l.* and follow Route 1 (reverse) to Alnwick.

ALTERNATIVE ROUTE VIA LUCKER.

Miles from Bamburgh.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
16	ALNWICK.....	...	...	Route 1 to Warenford, where bear <i>r.</i> over easily falling road to Lucker; turn <i>l.</i> and take next turn <i>r.</i> crossing rly. at Lucker Sta. Then straight forward over an undulating road to Bamburgh. Good surface.
5 $\frac{1}{4}$	Warenford.....	10 $\frac{3}{4}$		
3 $\frac{3}{4}$	Lucker	1 $\frac{1}{2}$		
3 $\frac{1}{4}$	Lucker Railway Sta...	$\frac{1}{2}$		
1 $\frac{1}{2}$	Glororum	1 $\frac{3}{4}$		
	BAMBURGH	1 $\frac{1}{2}$	16	
	(Castle.)			

ALNWICK TO BAMBURGH (ALTERNATIVE ROUTE). *Reverse.*—Bearing *l.* in village, keep *r.* in fork on leaving, and at 2 m. turn *l.* and *r.* in $\frac{1}{4}$ m. $\frac{1}{4}$ m. past Lucker Sta. turn *l.* and take first turn *r.* then forward to junction with North Road at Warenford, when turn *l.* and follow Route 1 (reverse) to Alnwick.

ROUTE 433. ALNWICK TO DUNSTANBURGH.

Miles from Dunstanburgh.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
10	ALNWICK..... (Hotspur Tower.)	...	...	Leaving by road to south, bear <i>l.</i> before coming to rly. sta. and <i>l.</i> again immediately after, with long easy fall and rise to Denwick. Fair surface.
8 $\frac{3}{4}$	Denwick	1 $\frac{1}{4}$	1 $\frac{1}{4}$	Turn <i>l.</i> in village, and in 200 yds. <i>r.</i> immediately after crossing stream, and straight on to Longhoughton. After passing rly. sta. turn <i>l.</i> through village, and after leaving take next turn <i>r.</i> (in about 1 m.), and then straight on through Howick. Bear <i>l.</i> on reaching Craster Tower, and in $\frac{1}{4}$ m., at cross-roads, <i>r.</i> to Craster, and then <i>l.</i> along the coast to Dunstanburgh. Almost level road and fair surface.
7	Ratcheugh	1 $\frac{3}{4}$		
6	Longhoughton	1		
3 $\frac{1}{2}$	Howick	2 $\frac{1}{4}$		
2 $\frac{1}{2}$	Craster Tower	1 $\frac{1}{4}$		
1 $\frac{3}{4}$	Craster	$\frac{3}{4}$		
	DUNSTANBURGH CASTLE	1 $\frac{3}{4}$	10	

ALNWICK TO DUNSTANBURGH. Reverse.—Taking the coast road to the south, turn *r.* at Craster, *l.* at cross-roads at Craster Tower, and *r.* in $\frac{1}{4}$ m.; thence forward through Howick, 1 $\frac{1}{4}$ m. beyond which turn *l.* to Longhoughton. At end of village turn *r.* past sta., and then straight on to Denwick, where turn *l.* and then *r.* On reaching Alnwick bear round *r.* to Hotspur Tower.

ALTERNATIVE ROUTE VIA EMBLETON.

Miles from Dunstanburgh.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
10	ALNWICK.....	...	...	Route as above to Denwick, where turn <i>l.</i> , and then keep straight on, and after passing old pit at 2 m. bear <i>l.</i> again. Easy road to Rennington; fair surface.
8 $\frac{3}{4}$	Denwick	1 $\frac{1}{4}$		
5 $\frac{3}{4}$	Rennington	3	4 $\frac{1}{4}$	Before entering village turn <i>r.</i> and in $\frac{1}{2}$ m. turn <i>r.</i> over rly. and on to Stamford Farm and cross-roads, where keep straight on to Embleton; indifferent surface.
4 $\frac{1}{2}$	Stamford Farm	1 $\frac{1}{4}$		
2	Embleton	2 $\frac{1}{2}$	8	Cyclists should leave their machines at the inn and walk to the Castle. Leaving village to <i>r.</i> then bearing <i>l.</i> cross the Embleton burn, and forward by Dunstan Farm, over the links to Dunstanburgh Castle.
	(Hare and Hounds.)			
	DUNSTANBURGH CASTLE	2	10	

ALNWICK TO DUNSTANBURGH. Reverse.—From the Castle proceed by Dunstan Farm, then crossing the Embleton burn leave village on *r.* and forward to Stamford Farm.

Here bear *r.*, and after crossing rly. turn *r.*, and on reaching Rennington turn *l.* In 1 m. turn sharp *r.* to Denwick, where turn *r.* in village. On reaching Alnwick bear round *r.* to Hotspur Tower.

ROUTE 434. ALNWICK TO WOOLER.

Miles from Wooler.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
16	ALNWICK..... (Hotspur Tower.)	...	...	Keeping to <i>r.</i> of Market Pl. turn sharp <i>r.</i> along Narrowgate, and at end, opposite barbican of castle, <i>l.</i> , and proceed downhill past Parish Ch. In $\frac{1}{2}$ m. steep ascent, then keep to park wall (on <i>l.</i>) for 4 m. Long rise, then sharp descent, followed by another rise, and afterwards level to end of park wall. Thence an easily undulating run to Bannamoor Bridge, whence level run to Eglingham. Good surface.
15 $\frac{1}{4}$	↑			
		↓	2 $\frac{1}{2}$	
11	Bannamoor Bridge.....	2 $\frac{1}{2}$		
9 $\frac{1}{4}$	Eglingham	1 $\frac{3}{4}$	6 $\frac{3}{4}$	Steep rise through village, then an undulating run past Old Bewick (shortly after which a cross indicates the approach to the old Norman church). A few yds. further bear <i>l.</i> at fork (<i>r.</i> to Chatton) over Bewick Br., and 1 m. further cross stream by a single-plank br. Steep ascent to East Lilburn, then hilly run to Lilburn Tower, where keep <i>l.</i> (not crossing br.), and join main road near Ilderton Rly. Sta. Good surface.
6 $\frac{1}{2}$	Old Bewick	2 $\frac{3}{4}$		
5 $\frac{1}{2}$	Bewick Bridge.....	1		
5	↑			
3 $\frac{3}{4}$	East Lilburn	$\frac{1}{2}$		
	Lilburn Tower	1 $\frac{1}{4}$		
3 $\frac{1}{4}$	Function with main road	$\frac{1}{2}$	12 $\frac{3}{4}$	
	WOOLER	3 $\frac{1}{4}$	16	Route 424 to Wooler.

ALNWICK TO WOOLER. Reverse.—Route 424 (reverse) until just before reaching Ilderton Rly. Sta. when turn *l.*, and *r.* in $\frac{1}{2}$ m. (avoiding road over br.), and in another $\frac{1}{2}$ m. turn *l.* 1 m. past East Lilburn keep *l.* at fork, and leaving Eglingham bear *r.* and on reaching park wall follow same all the way to Alnwick. On reaching square in front of Barbican, turn *r.* along Narrowgate and at end *l.* up Bondgate to Hotspur Tower.

ROUTE 435. WOOLER TO BELFORD.

Miles from Belford.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
10 $\frac{1}{4}$	WOOLER	...	...	Having rly. sta. on <i>l.</i> proceed S. for a short distance and turn <i>l.</i> over Wooler Water by new girder br. Good level run for 2 m. to Weetwood Br., which do not cross, but keep forward up steep hill; loose surface. From summit good
8 $\frac{1}{4}$	Weetwood Bridge	2		
	↑			

Route 435.

WOOLER TO BELFORD—*continued.*

Miles from Belford.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
5 $\frac{1}{4}$	Chatton.....	3	5	level run for 1 m., when turn <i>l.</i> down long hill; then good undulating run to Chatton.
5	Till Bridge	$\frac{1}{4}$		Keep <i>l.</i> entering village, and after crossing R. Till bear <i>l.</i> , and then <i>r.</i> past Chattonpark, and up steep hill, and after short level bear <i>l.</i> downhill, and after undulating road, steep descent to Newlands Lodge, afterwards easier to Belford Moor. Soon afterwards sharp turn <i>r.</i> (needing care) and steady fall into Belford. Surface loose at first, but gradually improving towards Belford.
4 $\frac{1}{2}$	Chattonpark.....	$\frac{1}{2}$		
	↑			
1 $\frac{3}{4}$	Newlands Lodge.....	2 $\frac{3}{4}$		
1 $\frac{1}{4}$	Belford Moor.....	$\frac{1}{2}$		
	↓	$\frac{1}{2}$		
	BELFORD.....	$\frac{3}{4}$	10 $\frac{1}{4}$	

WOOLER TO BELFORD. *Reverse.*—Leave by road past Blue Bell Inn, and in $\frac{3}{4}$ m. bear *l.*, and direct forward to Wooler, turning *r.* 1 $\frac{3}{4}$ m. beyond Chatton. Into Chatton there is a very dangerous hill as well as another 2 m. from Wooler.

ALTERNATIVE ROUTE VIA BELLSHILL.

Miles from Belford.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
12 $\frac{1}{4}$	WOOLER	...	...	Above route until after passing Chattonpark, when, instead of turning <i>l.</i> , keep straight forward. Easy run, ending in steep, winding, and very dangerous descent to and through Bellshill. Bear <i>r.</i> in village, still descending to junction with North Road. Good surface.
2 $\frac{1}{2}$	Bellshill	9 $\frac{3}{4}$		
2	Junction with North Rd.	$\frac{1}{2}$		
	BELFORD.....	2	12 $\frac{1}{4}$	Route 1 to Belford.

ALTERNATIVE ROUTE. *Reverse.*—Route 1 North Road (reverse) to 2 m., when turn *r.* and straight on to Chattonpark; thence by original route.

ROUTE 436. WOOLER TO BERWICK.

Miles from Berwick.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
16	WOOLER (Railway Station.)	...	...	Turn <i>r.</i> at fork just past sta., over level rly. cross- ing, and after a level run of 2 m. easy rise to Doddington. Bear <i>r.</i> at fork in village, then uphill, steep at first, afterwards easier, over moor. At 7½ m. pass road to Ford on <i>l.</i> , and shortly after turn <i>r.</i> , and immediately <i>l.</i> (forward to Lowick) at d.p., then direct forward road, undulating sometimes smartly, with dangerous descent to Ancroft. Turn <i>l.</i> and <i>r.</i> in village, and keep straight on at cross-roads at Oxford to junction with North Road. Indifferent surface. Turn <i>l.</i> and follow Route 1 to Berwick.
13	Doddington ↑	3		
	↓			
5	Ancroft	8		
4	Oxford	1		
3½	Junction with North Road	½		
	BERWICK.....	3½	16	

WOOLER TO BERWICK. *Reverse*.—Route 1 (reverse) to 3½ m. where bear *r.* and direct forward road to Wooler.

ROUTE 437. WOOLER TO KIRK-YETHOLM.

Miles from Kirk-Yetholm.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
14	WOOLER	..	...	Route 424 to Akeld, where keep straight on (<i>r.</i> to Cornhill) along a road which is undulating and, although somewhat narrow and often loose, is usually of good surface for cycling. Entering Kirknewton turn sharp <i>r.</i> past vicarage gates, then sharp <i>l.</i> , passing Kirknewton Rly. Sta. (on <i>r.</i>). Thence cross br. over R. College, and bear <i>r.</i> up a series of heavy inclines. Thence undulating, ending in very steep descent at Kilham. Keep straight forward, and then bear <i>l.</i> leaving the Cornhill Rly., and thence by a direct, undulating, and easy road to Kirk-Yetholm, into which is a steady rise. Good surface.
11½	Akeld	2½		
9½	Yeaveering	1½		
8½	Kirknewton	1¼	5½	
7½	↑			
	↓	2		
5½	Kilham	¾	8½	
	(Paston 10½ m.)			
1½	Shotton	4		
	KIRK-YETHOLM	1¾	14	

WOOLER TO KIRK-YETHOLM. *Reverse*.—Taking road to N.E. from Kirk-Yetholm, continue straight forward until rly. is met, when keep along south side of line to Kirknewton. Turn sharp *r.* and then *l.* and straight forward past Akeld, whence follow Route 424 (reverse) to Wooler.

ROUTE 438. CORNHILL TO BELFORD.

Miles from Belford.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
20	CORNHILL	...	...	Route 424 (reverse) to Pallinsburn, after which
16 $\frac{1}{2}$	Pallinsburn	3 $\frac{1}{2}$		keep <i>l.</i> through Crookham village; then fair
16	Crookham	$\frac{1}{2}$		level run to Ford Castle, where turn <i>r.</i> , and
14 $\frac{1}{4}$	Ford Castle	1 $\frac{3}{4}$		bend <i>l.</i> to Ford.
13 $\frac{1}{2}$	Ford	$\frac{3}{4}$	6 $\frac{1}{2}$	Long steep climb, then good easy run till meeting
	↑			Wooler—Berwick Road at Barmoor, when turn
				<i>l.</i> , and shortly after <i>r.</i> to Lowick.
9 $\frac{3}{4}$	Barmoor	3 $\frac{3}{4}$		
8 $\frac{1}{4}$	Lowick	1	11 $\frac{1}{4}$	Good undulating road, bearing <i>l.</i> at West Kylee
6 $\frac{1}{4}$	West Kylee	2 $\frac{1}{2}$		Ch., and <i>l.</i> again at 14th m.s., to Fenwick, $\frac{1}{4}$ m.
5 $\frac{1}{4}$	Fenwick	1	14 $\frac{3}{4}$	past which join North Road.
	BELFORD	5 $\frac{1}{4}$	20	Turn <i>r.</i> , and Route 1 (reverse) to Belford.

CORNHILL TO BELFORD. Reverse.—Route 1 to just past 5th m.s., when turn *l.* In Fenwick keep *r.* and then *l.*, and after passing Lowick, turn *l.* on reaching Berwick—Wooler Road, and take next turn *r.* After passing Ford bend *r.*, and turn *l.* at castle, and bear *r.* at next fork after crossing R. Till; then forward to Crookham, where Wooler—Cornhill Road is joined. Thence by Route 424 to Cornhill.

ROUTE 439. CORNHILL TO BERWICK.

Miles from Berwick.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
12 $\frac{3}{4}$	CORNHILL	...	...	Proceeding north from village keep <i>l.</i> at rly. sta.
10 $\frac{3}{4}$	Donaldson's Lodge	2		Then a direct road, passing village of Donald-
9 $\frac{1}{2}$	Twizell Castle	1		son's Lodge, to Riffington Farm. Good surface,
				but rather hilly road.
6 $\frac{3}{4}$	Riffington Farm	3	6	Keep straight on over cross-roads (<i>l.</i> to Norham,
	(Norham 8 m.)			1 $\frac{1}{2}$ m.); undulating run with moderate surface.
4 $\frac{3}{4}$	Thornton Farm	2		At Thornton Farm turn <i>l.</i> , then <i>r.</i> past Velvet
4 $\frac{1}{2}$	Velvet Hall Rly. Sta...	$\frac{1}{4}$		Hall Rly. Sta. Gradual ascent to Longridge
				Towers (on <i>r.</i>), then a good run to Ord.
1 $\frac{3}{4}$	↑ Ord	2 $\frac{3}{4}$	11	Sharp ascent out of village; bear <i>r.</i> past Ord
				House, then <i>l.</i> at quarry, <i>l.</i> on passing through
1 $\frac{1}{2}$	Ord House	$\frac{1}{4}$		rly. br. into Tweedmouth. Turn <i>r.</i> at Berwick
$\frac{1}{2}$	Tweedmouth	1		Br. over R. Tweed, <i>r.</i> along Bridge St., <i>l.</i> up
	BERWICK	$\frac{1}{2}$	12 $\frac{3}{4}$	Hide Hill, and at top <i>l.</i> to Town Hall.
	(Town Hall.)			

CORNHILL TO BERWICK. Reverse.—Keeping *r.* past Town Hall, Berwick, turn *r.* down Hide Hill, and at foot *r.* along Bridge St. and cross br. over R. Tweed. At end turn *l.*, at rly. br. *r.*; at Ord quarry keep *r.* and forward through Ord. At Velvet Hall Sta. keep *l.*, then *r.* at next fork, and straight forward to Cornhill.

THE ISLE OF MAN.

ROUTE 440. DOUGLAS TO RAMSEY.

<i>Miles from Ramsey.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
16½	Douglas (Landing Pier.)	...	...	Proceed along Promenade, Colonel's and Crescent Rds., skirting Douglas Bay the whole length of the town in a level run; tramlines the whole length. At Burnt Mill Hill turn <i>l.</i> up very steep hill, continuing, although less steep, to Onchan. Good surface.
15¼	↑ Burnt Mill Hill. ⌘	1¼		
14¼	Onchan ↓	1	2½	Short descent to White Bridge, and another long heavy climb, with rather rough surface, followed by gradual descent, then undulating run, bearing <i>r.</i> at Liverpool Arms Inn (4 m. from Douglas). ½ m. further is level crossing over electric tram-line (Ballamenagh crossing). Beneath Baldrine Chapel steep winding descent to the glen, sharp turns <i>r.</i> and <i>l.</i> , and ascent. At 5½ m. from Douglas pass again over electric tramway at Ballabeg crossing. Long easy descent to Laxey Glen. At fork with a block of two houses in angle, and the tram-line just beneath, keep <i>l.</i> (<i>r.</i> down a steep and dangerous hill into Old Laxey). Fair surface.
13¾	↑ White Bridge Hill ⌘	1		
11¾	Baldrine Hill ... ↓	1½		Follow the main road over the br. above the mine washing floors, then long gradual ascent for 2½ m., to the highest point, 595 feet above sea-level. Good surface; then downward trend past Dhoon Glen and Church, becoming steeper after passing Ballagorry Chapel, with a dangerous turn to <i>r.</i> over Corransy Br. Upward tendency for 1 m., when begins long descent into Ramsey, occasionally steep, and with a dangerous curve at the foot. Enter Ramsey by Ballure Rd., turning <i>l.</i> down Waterloo Rd., and at end at Dumbell's Bank to <i>r.</i> to Court House. Good macadam surface. Telegraph wires accompany throughout with the exception of a short interval in Laxey.
11½	Cloven Stones ↑	¼		
10½	Lonan.....	1		
9	Laxey Bridge (Electric Tram Station.)	1½	7½	
5¾	Dhooon Glen ↓	3¼		
4½	Dhooon Church.....	1¼		
4	Ballagorry Chapel ⌘	½		
3½	Corransy Bridge ↓	½		
2½	Slieu Lewaigue Hotel ⌘	1¼		
	RAMSEY (Court House.)	2½	16½	

DOUGLAS TO RAMSEY. Reverse.—Proceed round *l.* side of Court House into Waterloo Rd., and at top up Ballure Rd. and forward to Laxey. Cross br. and forward, keeping *r.* at two forks, to Onchan. Bear *l.* at fork in village, and on joining tramline at Derby Castle follow it along the shore to Landing Pier.

ROUTE 441. DOUGLAS TO PEEL.

Miles from Peel.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
10 $\frac{3}{4}$	Douglas (Landing Pier.)	...	...	Proceed up Victoria St., then uphill to r. (Prospect Hill), turning sharp l. into Athol St. At rly. sta. keep to r., and along Peel Rd. out of the town. Level but usually rough road to Braddan. Bear l. at Braddan Br. (d.p.), up easy rise for $\frac{1}{2}$ m., and short descent past Union Mills Rly. Sta., where bear l. again. Then $\frac{1}{2}$ m. ascent, occasionally steep, followed by short descent to Marown Ch. and level to Crosby. Fair macadam surface.
9 $\frac{1}{2}$	Quarter Bridge	1 $\frac{1}{2}$		
9	Kirk Braddan	$\frac{1}{2}$		
8	Union Mills Rly. Sta. ...	1		
7 $\frac{1}{2}$	↑ Ballahutchin Hill	$\frac{1}{2}$		
	↓			Short steep ascent and similar descent to the ruined ch. of St. Trinion's, then forward over gently undulating road to Ballacraigne. Good surface.
6 $\frac{3}{4}$	Marown Church	$\frac{3}{4}$		
6	↑ Crosby	$\frac{3}{4}$	4 $\frac{1}{4}$	
	↓			
5 $\frac{1}{4}$	St. Trinion's Church ...	$\frac{3}{4}$		
4	Greeba Chapel.....	1 $\frac{1}{4}$		Keep straight on over cross-roads at hotel, and similarly forward through St. John's, passing the ch. and Tynwald Hill, to slight descent, then almost level to Peel. Short steep descent into town, and straight forward by Douglas St. and Market St. to Market Pl. Surface excellent.
3	Ballacraigne	1	7 $\frac{3}{4}$	
2 $\frac{1}{2}$	St. John's	$\frac{1}{2}$		
	(Railway Station.)			
	↓			
	PEEL	2 $\frac{1}{2}$	10 $\frac{3}{4}$	
	(Market Place.)			

DOUGLAS TO PEEL. Reverse.—Proceed up Market St., and to r. up Douglas St., and straight forward to Union Mills Rly. Sta. Here turn r. over br., and past rly. sta. At fork after crossing Braddan Br. bear r., and pass to l. of hotel at Quarter Br., and direct along Peel Road to Douglas Rly. Sta. Bear l. along Athol St., and at end turn r. down Prospect Hill, and a few yards on, to l. down Victoria St., to Landing Pier.

ROUTE 442. DOUGLAS TO CASTLETOWN.

Miles from Castletown.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
9 $\frac{3}{4}$	Douglas (Landing Pier.)	...	...	Proceed up Victoria St. to top, then up Prospect Hill for a few yards, and turn sharp l. into Athol St. At the end of the street turn l. at rly. sta. and descend to and cross Douglas Br., then turn r. along Castletown Rd. Gradual
8 $\frac{1}{2}$	↑ Kewagigue	1 $\frac{1}{4}$		
	↑			

Route 442. **DOUGLAS TO CASTLETOWN**—*continued.*

Miles from Castletown.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
7 $\frac{1}{4}$	Richmond Hill Bridge. ↑ <i>Richmond Hill</i> ↑	1 $\frac{1}{4}$		ascent for 1 m., and at fork turn <i>r.</i> down short hill under rly. br., followed by a long steep climb, bearing <i>l.</i> at fork. Then slight descent to br. over stream at foot of Richmond Hill, where another very steep ascent, then slight drop to Mount Murray Hotel. Poor surface.
6 $\frac{1}{4}$	Mount Murray	1	3 $\frac{1}{2}$	Steady descent, with an awkward turn at Ballalona Br., over improving surface, then level for $\frac{1}{2}$ m., and rise and fall to Ballasalla Rly. Sta. Good macadam surface.
4 $\frac{3}{4}$	Sarton Railway Sta.....	1 $\frac{1}{2}$		
3 $\frac{3}{4}$	Ballalona Bridge.....	1		
3 $\frac{1}{4}$	↑			
2 $\frac{1}{4}$	Ballasalla Railway Sta.	1 $\frac{1}{2}$	7 $\frac{1}{2}$	On entering the village street turn <i>l.</i> over level crossing, and immediately after to <i>r.</i> at fork, then forward, falling slightly to Castletown. Keep straight forward to the shore, and bear <i>r.</i> by Douglas St. to harbour and Swing Br. Fair surface.
	CASTLETOWN (Swing Bridge.)	2 $\frac{1}{4}$	9 $\frac{3}{4}$	

DOUGLAS TO CASTLETOWN. Reverse.—Bear *r.* after crossing swing br., then *l.* along the shore, and *l.* at fork over the Green. At Ballasalla turn *r.* at White Stone Inn, then forward, bearing *r.* at fork, to Mount Murray Hotel. Bear *r.* again at fork after crossing Richmond Hill Br., and *l.* after passing under rly. at Kewaigue. Turn *l.* over Douglas Br., *r.* at rly. sta. along Athol St., sharp *r.* at end of street, and then *l.* down Victoria St.

ALTERNATIVE ROUTE VIA QUARTER BRIDGE.

Miles from Castletown.	Places on the Road.	Mileage.		General description of the Road.
		Inter- medi- ate.	Total.	
10 $\frac{1}{2}$	Douglas	...	...	Above route to Douglas Rly. Sta. where bear <i>r.</i> , then nearly level but rather rough road to Quarter Br.; turn sharp <i>l.</i> over level crossing, then long steady climb and short fall to Richmond Hill Br., whence follow above route.
9 $\frac{1}{4}$	Quarter Bridge	1 $\frac{1}{4}$		
	↑			
7 $\frac{1}{4}$	Richmond Hill Bridge.	2		
	CASTLETOWN	7 $\frac{1}{4}$	10 $\frac{1}{2}$	

ALTERNATIVE ROUTE. Reverse.—After crossing Richmond Hill Br. bear *l.* at fork, and forward to Quarter Br. Turn *r.*, and at Douglas Rly. Sta. join above route. This is an easier road than that by Kewaigue.

ROUTE 443. DOUGLAS TO PORT ERIN.

<i>Miles from Port Erin.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
13 $\frac{3}{4}$	Douglas	...	...	Route 442 to Ballasalla, and on entering village turn <i>r.</i> at White Stone Inn, and then <i>l.</i> at next turn, along a narrow, crooked, and often muddy road, crossing the Silverburn with Rushen Abbey Grounds on <i>r.</i> Short ascent, after which road widens, and is practically level to Colby. Keep straight on at cross-roads, and at next fork, near tenth milestone bear <i>r.</i> , and in $\frac{1}{4}$ m. to <i>l.</i> , just before reaching Arbory Ch., in Ballabeg Village. Road occasionally rough to Colby.
6 $\frac{1}{4}$	Ballasalla (Railway Station.)	7 $\frac{1}{2}$		
5	Cross Four Ways	1 $\frac{1}{4}$		
3 $\frac{3}{4}$	Ballabeg (Railway Station.)	1 $\frac{1}{4}$		
2 $\frac{1}{4}$	Colby (Railway Station.)	1 $\frac{1}{2}$	11 $\frac{1}{2}$	
1 $\frac{3}{4}$	The Level.....	$\frac{1}{2}$		Forward until near Rushen Ch., when turn off to <i>l.</i> down short hill, and $\frac{1}{4}$ m. further, at village of Four Roads, turn <i>r.</i> and straight forward to Port Erin Rly. Sta. (Port St. Mary may be reached by keeping straight forward at cross-roads for 1 m.). Good macadam surface.
$\frac{3}{4}$	Rushen Church	1		
$\frac{1}{2}$	Four-Roads (Port St. Mary 1 m.)	$\frac{1}{4}$		
	PORT ERIN..... (Railway Station.)	$\frac{1}{2}$	13 $\frac{3}{4}$	

DOUGLAS TO PORT ERIN. Reverse.—At cross-roads at $\frac{1}{2}$ m. turn *l.* (*r.* Port St. Mary, forward Castletown), past Rushen Ch. and up short hill to main road, along which turn to *r.* Just beyond Arbory Ch. turn *r.*, and $\frac{1}{4}$ m. further *l.* (forward to Castletown), and forward to Ballasalla over cross-roads. Turn *r.* in village st., and at White Stone Inn, turn *l.* before crossing rly., thence as in Route 442 (reverse).

ROUTE 444.

CASTLETOWN TO PORT ST. MARY.

<i>Miles from Port St. Mary.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
4 $\frac{1}{4}$	CASTLETOWN..... (Swing Bridge.)	...	...	Keep straight forward by S.E. side of castle, turning <i>r.</i> along Arbory St., and at 1 m. meet short ascent and descent to the shore. Keep by the shore all the way to the 4th milestone at Ballacreggan (leaving road to Port Erin at 3 $\frac{1}{4}$ m.), where turn <i>l.</i> into Port St. Mary. Good surface, and practically level road.
1	Fork Road to Port Erin ..	3 $\frac{1}{4}$		
	PORT ST. MARY	1	4 $\frac{1}{4}$	

CASTLETOWN TO PORT ST. MARY. *Reverse.*—Proceed along main street in village, and turn *r.* before reaching rly. sta., then forward, bearing *r.* around the Bay of Carrickey to $3\frac{1}{4}$ m., when the coast is left; keep straight on to Castletown, which enter by Arbury St. Turn *l.* at foot of street to swing br. over harbour.

ROUTE 445. CASTLETOWN TO PEEL.

Miles from Peel.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
11 $\frac{3}{4}$	CASTLETOWN	...	...	Passing right round the S. of the castle proceed along Malew St. and out of the town; forward over cross-roads, then gradual ascent and short descent over Silverburn at Silverburn. Then long tedious ascent of $2\frac{3}{4}$ m., at first very steep, until under South Barrule, a height of 679 feet is reached, at about $5\frac{1}{2}$ m. From there a continuous descent begins, steep through Higher Foxdale, beneath which is a dangerous, sharp turn under rly. At fork, just beyond $8\frac{1}{2}$ m., bear <i>l.</i> by the side of a stream, and continue descending to St. John's. After a level crossing, a short hill rises to Douglas—Peel Road, along which turn <i>l.</i> following Route 441. Surface, fair macadam.
	(Swing Bridge.)			
10 $\frac{1}{4}$	Cross-roads	1 $\frac{1}{2}$		
9	Silverburn	1 $\frac{1}{4}$		
	↑			
	⋈			
7 $\frac{3}{4}$	Ballamodha Chapel.. ...	1 $\frac{1}{4}$		
5	Higher Foxdale..... ↓ (Railway Station.)	2 $\frac{3}{4}$		
4 $\frac{1}{4}$	Lower Foxdale	$\frac{3}{4}$		
	(Railway Station.)			
2 $\frac{1}{2}$	St. John's	1 $\frac{3}{4}$		
	PEEL	2 $\frac{1}{2}$	11 $\frac{3}{4}$	

CASTLETOWN TO PEEL. *Reverse.*—Route 441 (reverse) to St. John's, and opposite the Tynwald Hill turn *r.* down short hill over level crossing, and keep to *l.* At fork $\frac{1}{2}$ m. from St. John's bear *r.* Then straight forward to Castletown, entering by Malew St., at foot of which bear *l.* around Castle to swing br.

ROUTE 446. PEEL TO RAMSEY.

Miles from Ramsey.	Places on the Road.	Mileage.		General description of the Road.
		Inter-mediate.	Total.	
16 $\frac{1}{2}$	PEEL	...	...	Leave by Market St., Michael St., and Christian St., followed by a steep ascent out of the town to the first m.s. Then gradual descent and similar rise over level crossing at St. German's Rly. Sta. Road bears <i>l.</i> through Knocksharry, and descends to Glen Broigh, then rises and falls again to a sharp curve <i>l.</i> over Glen Cam. Thence generally downhill, with short descents and ascents over Glen Moar and Glen Wyllin,
	(Market Place.)			
15 $\frac{1}{2}$	↑			
	⋈			
14 $\frac{1}{2}$	St. German's Rly. Sta.	2		
14	Knocksharry.....	$\frac{1}{2}$		
	↓			
12 $\frac{1}{2}$	Glen Cam	1 $\frac{1}{2}$		

Route 446.

PEEL TO RAMSEY—*continued.*

<i>Miles from Ramsey.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
11½	Kerrowglass Chapel ...	1		immediately after which Kirkmichael is entered. The road is unmistakable, and of fair surface.
9½	Kirkmichael (Railway Station.)	2	7	Keep straight forward through main street of village. Short descent to Bishop's Court, then level; straight through Ballaugh, and over cross-roads there and at Sulby Glen Sta., to Sulby Br. Here turn <i>r.</i> , crossing <i>br.</i> , beyond which is a slight rise and fall, and then level to Ramsey. Enter Ramsey by Parliament St., keeping forward along it to the court house. Good surface to Sulby Br., after which the road skirts the hills, and being much sheltered by trees, is often rough and muddy.
8¼	Bishop's Court.....	1¼		
6¾	Ballaugh (Railway Station.)	1½		
4½	Sulby Glen (Railway Station.)	2¼		
3¾	Sulby Bridge (Railway Station.)	¾		
	(Lezayre Rly. Sta. 1½ m.)			
1¾	Lezayre Church RAMSEY (Court House.)	2 1¾	16½	

PEEL TO RAMSEY. *Reverse.*—Proceed along Parliament St., and continue straight forward until after crossing Sulby Br., when keep to *L.*, then straight on over all cross-roads to Kirkmichael. At Court-house bear *L.*, thence direct road to Peel. On reaching Athol Pl. cross into Michael St., and at its foot turn to *r.*

ROUTE 447.

BALLACRAINE TO KIRKMICHAEL.

<i>Miles from Kirk Michael</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
6¾	BALLACRAINE ↓	...	...	Leave Douglas—Peel Road by turning <i>r.</i> at hotel, then short ascent and steep descent to Ballig. Straight forward, and then gentle rise up the Glen Helen valley for 1½ m. At hotel the road leaves the valley and sharply ascends hills on <i>L.</i> , and a steep ascent of over a m. terminates near Cronk-y-Voddy Chapel. Thence continuous descent to Kirkmichael, in easy gradients, with the exception of just past a Wesleyan Chapel at Bargarrow Hill, where it is very steep. Good surface, especially in the latter portion.
6¼	Ballig	½		
4¾	Glen Helen Hotel ↑ <i>Creg Willey's Hill</i>	1½		
3½	Cronk-y-Voddy ↓	1¼		
2	Bargarrow Hill ↓	1½		
	KIRKMICHAEL (Court House.)	2	6¾	

BALLACRAINE TO KIRKMICHAEL. *Reverse.*—Turn *L.* at fork, at S. end of village, and straight forward to Ballacrairie.

NOTE.—This route, in connection with Douglas—Ballacrairie, and Kirkmichael—Ramsey is the well-known "long road" from Douglas to Ramsey.

ROUTE 448. RAMSEY TO POINT OF AYRE.

<i>Miles from Point of Ayre</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
7 $\frac{3}{4}$	RAMSEY (Court House.)	...	...	Proceed along Parliament St. to Town Commissioners' offices at western end, then <i>r.</i> past rly. sta., across br., and straight on up slight ascent of Bowring Rd. Beyond the last houses of the town turn <i>r.</i> following telegraph wire (straight on to Andreas), then nearly level run, with one short ascent to Bride. Good surface.
5 $\frac{1}{4}$	Seaview	2 $\frac{1}{2}$		
3	Bride (Church.)	2 $\frac{1}{4}$	4 $\frac{3}{4}$	Turn <i>r.</i> , bending round the church enclosure, and immediately <i>l.</i> passing parochial school, and following telegraph wire, short descent then almost level to Point of Ayre. The wire leaves the road for a short distance, but joins it again just before it reaches the coast, at a pair of stone pillars (on <i>l.</i>). Follow the wire into the road between the pillars, and straight on to Point of Ayre lighthouse, and extremity of the island. The first part of the road is gravelly and fair, the latter part is poor, but rideable.
2	Cranstal.....	1		
	POINT OF AYRE (Lighthouse.)	2	7 $\frac{3}{4}$	

RAMSEY TO POINT OF AYRE. *Reverse.*—Forward to pillars at entrance of Lighthouse Rd., when turn *r.*; bear *r.* round Bride Ch. enclosure, then *l.* following telegraph wire to Ramsey; on reaching Parliament St. turn *l.* past Town Offices to Court House.

ROUTE 449. RAMSEY TO ANDREAS.

<i>Miles from Andreas.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter- medi- ate.</i>	<i>Total.</i>	
4 $\frac{3}{4}$	RAMSEY (Court House.)	...	...	Leaving by Parliament St., keep <i>r.</i> at Town Offices past rly. sta. and over br., then straight on up Bowring Rd., slight rise, till out of town. Keep windmill tower (now without sails) to <i>l.</i> , and keep along main road to <i>l.</i> at next fork (<i>r.</i> to Bride), then on over cross-roads, and direct forward to Andreas. Leave church a little to <i>l.</i> , pass Wesleyan chapel and keep <i>l.</i> at fork just beyond; turn <i>l.</i> a few yds. down a side road at end of village to inn. Undulating road with slightly upward tendency, and good surface.
1 $\frac{3}{4}$	Cross-roads	3		
	ANDREAS (Inn.)	1 $\frac{3}{4}$	4 $\frac{3}{4}$	

RAMSEY TO ANDREAS. *Reverse.*—Leaving inn bear *l.* and immediately *r.*, then straight through village to smithy, whence *r.* past Wesleyan Chapel and *l.* at next fork a few yds. further. Thence straight forward to Ramsey, into Parliament St., where turn *l.* at Town Offices to Court House.

ROUTE 450. RAMSEY TO JURBY.

<i>Miles from Jurby.</i>	<i>Places on the Road.</i>	<i>Mileage.</i>		<i>General description of the Road.</i>
		<i>Inter-mediate.</i>	<i>Total.</i>	
$7\frac{1}{2}$	RAMSEY (Court House.)	...	...	Leaving by Parliament St., turn <i>r.</i> at Town Offices and up slight rise of Bowring Rd. Opposite St. Olave's Ch. bear <i>l.</i> ; keep straight forward at all cross-roads, and at fork at 5 m. turn <i>l.</i> Keep straight on at Sandygate, and turn <i>r.</i> $\frac{1}{2}$ m. further, and forward to Jurby. Almost level road with good surface.
$1\frac{3}{4}$	Sandygate.....	$5\frac{3}{4}$		
	JURBY (Church.)	$1\frac{3}{4}$	$7\frac{1}{2}$	

RAMSEY TO JURBY. *Reverse.*—On leaving church keep straight on over cross-roads, and a little over 1 m. from Jurby turn *l.* Keep straight on through Sandygate, and follow main road, keeping *r.* $\frac{3}{4}$ m. further, and straight on to Ramsey. Bear *r.* down Bowring Rd., opposite S. Olave's Ch., then *l.* on reaching Parliament St. to Court House.

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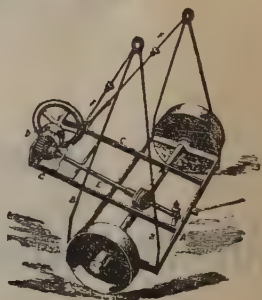
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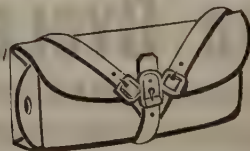
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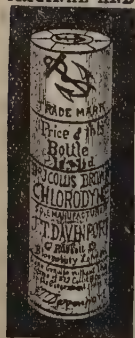
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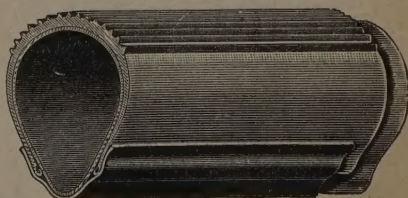
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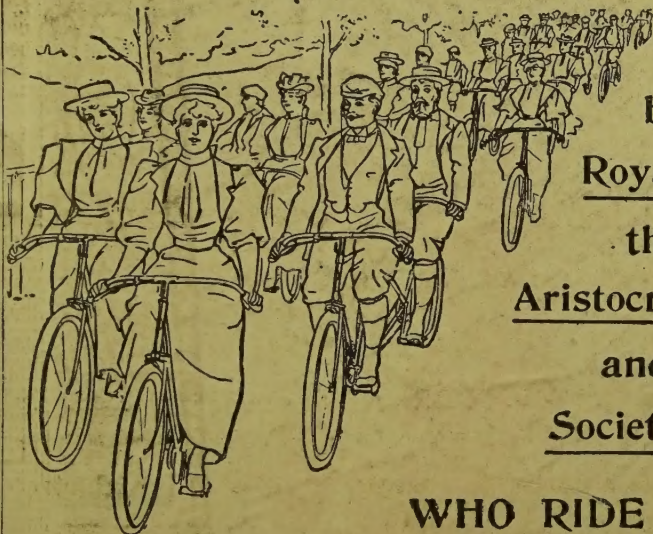
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